

COACHMART

6th December 1985

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Issue 361 45p



Britain's leading luxury coach dealer for Volvo·Leyland Bedford

Kirkby Bus & Coach Ltd.

Crossroads, Anston, Sheffield. S31 7ES Tel. (0909) 564311 Telex 547265

CAN A YEATES DEAL BE BEATEN? WE DOUBT IT

NEW COACHES — NEW SEASON VOLVO — BEDFORD — LEYLAND — DAF — MERCEDES 1986 CHASSIS — 1986 COACHWORK PLAXTON — DUPLÉ — MERCEDES

The following **TOP QUALITY USED COACHES** are a small selection from our current circular.
A phone call or letter will bring you a copy by return.

1984 FORD R1015 turbo, Wrights Contour, 41 reclining seats, £28,500	1979 BEDFORD YMT Duple Dominant 53 seater, £9,500
1983 FORD R1114 Plaxton Supreme 53 seater, MOT March 1986, £27,750	1978 BEDFORD YMT Plaxton Supreme 49 seater, MOT 22/9/86, £8,950
1983 FORD R1114 Plaxton Supreme 53 seater, MOT 27/3/86, £27,750	1978 FORD R1114 Plaxton Supreme 53 E type, MOT 26/1/86, £8,950
1983 DAF DKFL Plaxton Paramount one star, 57 seater, MOT 11/4/86, £39,850	1977 BEDFORD YMT Van Hool 53 seater, £5,800
1983 LEYLAND Tiger 245, 11 metre, Plaxton Paramount, 49 recliners, MOT February 1986, £35,500	1977 FORD Transit, diesel, 12 seater, MOT 27/3/86, £3,500
1982 LEYLAND Tiger 218 Plaxton Supreme, 57 seater, MOT 23/2/86, £33,500	1977 BEDFORD YLQ Duple Dominant, 45 seater, MOT July 1986, £5,950
1982 LEYLAND Leopard ZF, 11 metre, Plaxton Supreme, 48 reclining seats, MOT 20/1/86, £31,850	1976 BEDFORD YMT Duple Dominant 53 seater, £3,950
1982 DAF MB200 DKTL Plaxton Supreme, 48 recliners, MOT 20/12/85, £37,750	1976 AEC 760 Duple Dominant 53 seater, MOT 22/12/85, £7,850
1982 VOLVO B10M Duple Goldliner, 49 recliners, MOT 24/1/86, £37,500	1975 BEDFORD YRT Plaxton Panorama Elite 53 seater, £3,950
1982 FORD R1114 Plaxton Supreme, 53 seater, MOT 26/6/86, £19,850	1975 (November) BEDFORD YRT Duple Dominant 53 seater, MOT 8/12/85, £5,500
1982 BEDFORD YNT Duple Dominant IV, 53 seater, MOT 23/1/86, £22,750	1974 BEDFORD YRT Duple Dominant 53 seater, £3,750
1982 BEDFORD PJK Plaxton Supreme, 29 seater, MOT 19/2/86, £22,500	1974 BEDFORD YRT Plaxton Panorama Elite 53 seater, MOT 5/12/85, £3,750
1981 BEDFORD YNT 12 metre Duple Dominant 53 seater, MOT January 1986, £21,800	1974 BEDFORD YRQ Willowbrook 45 seater service bus, MOT 21/12/85, £4,500
1981 FORD R1114 Duple Dominant, 53 seater, £16,000	1974 FORD R1114 Duple Dominant, 49 E type, MOT 28/2/86, £4,500
1981 VOLVO B58 12 metre, Plaxton Supreme, 53 E type seater, MOT May 1986, £33,950	1974 FORD R1014 Plaxton 45 seater, MOT 20/9/86, £3,750
1981 MAN SR280 51 reclining seats, MOT 15/1/86, £32,950	1973 FORD R1114 Caetano 53 seater, £2,250
1980 FORD R1114 Plaxton Supreme 53 seater, MOT 15/11/86, £12,500	1973 BEDFORD YRQ Plaxton Panorama 45 seater, MOT 9/3/86, £3,500
1979 FORD R1114 Plaxton Supreme 53 seater, MOT 30/5/86, £9,850	1973 BEDFORD YRQ Duple Dominant 45 seater, MOT 27/5/86, £3,500
1979 FORD R1114 Duple Dominant 53 seater, £9,850	1973 BEDFORD YRT Duple Dominant 53 seater, MOT 17/12/85, £3,500
	1972 BEDFORD YRQ Duple Viceroy 45 seater, £2,000
	1971 FORD R226 Duple Viceroy 53 seater, £2,250
	1970 FORD Transit, petrol, 12 seater, MOT 21/1/86, £1,250

Ring now for your bargain used coach - 0509-213232

1984 BOVA CALYPSO
INTEGRAL 12M 53 recliners,
Grey/Red or Beige/Brown
moquette, power door, curtains,
courier, centre demountable
toilet, continental door, Ivory/
Brown/Gold. Choice of 2. M.O.T.

1982 DAF SB2005 12M
PLAXTON SUPREME IV 48
recliners Red moquette, 12 speed
splitter, tinted side windows,
T.V./Video, toilet, drinks machine,
continental door, servery, Grey/
Orange. M.O.T.

1980 (Sept) BEDFORD YMT
PLAXTON SUPREME 53 str,
Red moquette, curtains, White/
Orange/Blue. M.O.T.

1984 VOLVO B10M GL
BERKHOF EVEREST 12M 48
recliners + fixed 5 way, Brown/
Green/Orange moquette, power
door, courier, window blinds,
carpet, drivers fans, Webasto,
Red/White/Yellow/Orange. M.O.T.

1984 (Aug) BEDFORD YMP (S)
PLAXTON PARAMOUNT 35 str,
Red/Orange moquette, duo Blue.
M.O.T.

1980 (Sept) BEDFORD YMT
DUPLÉ DOMINANT II 53 str,
Brown moquette, TELMA, all
Maroon. M.O.T.

1983 VOLVO B10M 12M DUPLÉ
LASER 57 str, TELMA, Brown/
Yellow moquette, tinted windows,
Ivory with Brown/Gold/Beige
reliefs. M.O.T.

1981 (Oct) BEDFORD YNT
DUPLÉ DOMINANT III 51 str,
Red moquette, power door, tinted
side windows, TELMA, Red/
White. M.O.T.

1984 BOVA EUROPA III
INTEGRAL 12M 48 recliners + 5
fixed seats, power door, courier,
curtains, Beige/Brown moquette,
carpet, continental door, Webasto,
Ivory and Red/Orange/Yellow
reliefs. M.O.T.

1982 FORD R1114 DUPLÉ
DOMINANT IV EXPRESS 53 str.,
Red moquette, power door,
Bristol dome, additional side
luggage space, all Cream. M.O.T.

1984 DAF MB200 DKFL 12M
CAETANO ALGARVE 53
recliners Red moquette, 12 speed
splitter, power door, courier,
curtains, continental door, drivers
fan, duo Blue/Yellow. M.O.T.

1983 BEDFORD YNT PLAXTON
PARAMOUNT 3200 2 star, 49
recliners Brown/Orange
moquette, curtains, extra double
seat, Ivory/Orange. M.O.T.

1982 (Oct) DAF MB200 DKTL
12M CAETANO ALPHA 53
recliners Brown moquette, 12
speed splitter, power door,
curtains, Ivory/Yellow/Orange.
M.O.T.

1983 DAF MB200 DKFL 12M
LAG GALAXY 53 str, 12 speed
splitter, Brown moquette, 48
recliners + fixed 5 way, power
door, curtains, courier, carpet,
drivers fan, Cream/Brown. M.O.T.

1983 DAF SB2300 12M LAG
GALAXY 53 str, 12 speed splitter,
Brown moquette, 48 recliners +
fixed 5 way, power door, curtains,
Tempo 100, courier, Webasto,
Gold/Red. M.O.T.

1982 (Sept) VOLVO B10M 12M
PLAXTON VIEWMASTER 48
recliners + 5 way fixed, Beige/
Red moquette, power door,
double berth, Bristol dome,
curtains, Webasto, duo Blue/
White. M.O.T.

1984 DAF MB200 DKFL 12M
DUPLÉ CARIBBEAN 55 str, 12
speed splitter, Brown moquette,
power door, continental door,
Blue/White/Orange. Choice of 2.
M.O.T.

1982 LEYLAND TIGER 218 12M
PLAXTON SUPREME V 48
recliners Black/Gold moquette,
power door, curtains, tinted side
windows, Bristol dome, toilet,
drinks machine, servery, Green/
Brown/Gold. M.O.T.

1984 VOLVO B10M 12M DUPLÉ
LASER, 53 recliners, Red/
Orange moquette, power door,
side luggage space, Ivory/Black/
Orange. M.O.T.

1982 BEDFORD YMT DUPLÉ
DOMINANT II 53 str, Red
moquette, Bristol dome, curtains,
duo Orange/Black/Ivory. M.O.T.

1980 VOLVO B58 11M
PLAXTON SUPREME
EXPRESS 53 str, Brown
moquette, power door, Ivory/
Silver/Grey. M.O.T.

1984 BOVA EUROPA III
INTEGRAL 12M 44 recliners +
5 fixed seats, trimmed duo Red or
Red/Grey moquette, power door,
courier, centre sunken toilet,
continental door, curtains,
Webasto, Red/Orange/Yellow/
White. Choice of 2. M.O.T.

1983 (Sept) BOVA EUROPA II
INTEGRAL 12M 44 recliners + 5
fixed seats Brown moquette,
power door, courier, T.V./Video,
curtains, berth, fridge, burglar
alarm, toilet, water boiler,
continental door, carpet, Webasto,
Blue/White/Orange. M.O.T.

1983 VOLVO B10M GT 12M
PLAXTON PARAMOUNT 3500
2 star, 51 recliners Brown
moquette, 12 speed splitter,
TELMA, power door, berth,
sunken rear toilet, T.V./Video,
drinks machine, continental door,
curtains, Red/Duo Blue/Grey.
M.O.T.

Moseley Group of Companies
Derby Road, Loughborough.
Tel: (0509) 213232 Telex: 341327

MOSELEY

CARLTON

NEOPLAN

NEOPLAN

1984 NEOPLAN Skyliner, 75 Vogel reclining seats, 6 speed ZF gearbox, Telma, toilet, kitchen, bunk, usual executive specification, choice of 3

1984 NEOPLAN Jetliner, high deck DAF 11.6 engine, 49 Vogel recliners, offside centre sunken toilet, driver's bunk, 2 TV/monitors, VHS recorder, drinks machine, radio/pa/stereo, courier seat

1983 NEOPLAN Skyliner, 75 Vogel reclining seats, 6 speed ZF gearbox, toilet, kitchen, bunk usual executive specification.

VOLVO

October 1982 VOLVO B10M Jonckheere P90 twin deck, 58 recliners, toilet, bunk, full executive

1982 VOLVO B10M Viewmaster 49 recliners, toilet, stereo/cassette, orange/blue exterior

1981 VOLVO B58 12m, Dominant, 57 seats with armrests, double glazed, retarder, power door, Bristol dome, side lockers, radio/pa

1979 VOLVO B58 Dominant 53 seats, radio/pa, power door, Bristol dome

1979 VOLVO B58 12 metre Dominant II, 57 seats

LEYLAND

1982 LEYLAND Leopard Dominant IV 12 metre 51 recliners, curtains, Telma, double glazed, new MOT

1982 LEYLAND Leopard 12m, ZF, Dominant, 57 seats, radio/pa, double glazed, power door

1981 LEYLAND Leopard Dominant III full SD pack, 53 seater, radio/cassette, power door, tinted double glazed windows, ...

1980 LEYLAND 11 metre, semi-auto, Supreme IV Express, 53 seats, MOT Jan 86

1976 LEYLAND Supreme 11 metre 53 seats, semi auto, power door, current MOT, white/red exterior

1975 LEYLAND Plaxton Elite III 11 metre 53 seater

FORD

1980 FORD R1114 Dominant II, 53 seater, Telma, curtains, tinted windows, Bristol dome, choice of two

1974 FORD R1114 Dominant Express, 51 seats

BEDFORD

1984 BEDFORD YNT Plaxton Paramount, one star plus, 53 seater, cream/blue exterior, curtains, radio/pa, power door

1979 BEDFORD YMT 53 seater Duple Dominant II, white/orange exterior, autumn tint moquette

1978 BEDFORD PJK 29 seater Plaxton, radio, new 12 months MOT

DAF

1984 DAF Duple Calypso, 12 metre, 53 'E' type seats, tinted windows, full soft trim, curtains, power door, radio/pa, stereo, courier seat, gangway centre carpet.

1980 DAF MB Plaxton Supreme 12 metre, 46 recliners plus additional 9 seats, toilet, tinted windows, curtains, coffee machine, radio/pa/cassette, power door

IMMEDIATE DELIVERY

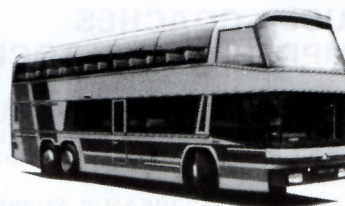
Jet Liner High Deck

Scania 305 HP engine, 51 recliners, Continental door, stereo/radio/pa, courier seat, toilet, driver's bunk, choice of specification.



Skyliner Double Deck

77 recliners plus courier, Mercedes 355, toilet, kitchen, fridge, bunk, radio/stereo/pa, Telma, ex stock.



Cityliner High Deck

53 recliners, Mercedes 280, full air suspension, toilet, bunk, fridge, radio/stereo/pa, courier seat, Webasto, 2 plug doors, Tempo 100.



PICK OF THE YEAR

June 1985 VOLVO B10MT Van Hool Astral III, 56 seater, toilet, tinted double glazed windows, 4 TV/monitors, VHS video, coffee machine, 4 tables, alloy wheels, fridge, orange curtains, duo courier seats.



EMERGENCY PARTS SERVICE, NIGHTS AND WEEKENDS, IVOR SMITH (0246) 435137

SALES: SANDBECK WAY, EUROWAY INDUSTRIAL ESTATE, HELLABY, ROTHERHAM, SOUTH YORKS. Telephone: 0709 531432

SERVICE: DONCASTER ROAD, OLD COTES, WORKSOP, NOTTS. Tel: 0909 730249. Telex: 547854

JACK MILES (0427) 880058

BILL POVEY (0509) 262220

BRIAN PROUD (0543) 256792

CHRIS LAVIN (0777) 83300



ESTABLISHED 1950
TOTALLY COMMITTED TO QUALITY



**WILL YOUR
NEXT USED
COACH BE
SUBJECTED
TO THIS
STANDARD
OF PRE-SALE
PREPARATION??**



**YOUR NEXT STANLEY HUGHES "PROCESSED"
USED COACH WILL!!**

QUALITY USED COACHES FROM OUR COMPREHENSIVE STOCK

DAF

1985 (B) MB200 DKVL DUPL CARIBBEAN II EXECUTIVE. Choice of 2 with toilet, 49 recliners or 53 recliners — still under warranty.

1985 (B) MB200 DKFL DUPL CARIBBEAN II SUPER LUXURY. Choice of 5 with 53 recliners — still under warranty.

1985 (B) SB2300 DHTD PLAXTON 3200 ONE & TWO STAR. Choice of 7 with 53 'E' type or 53 recliners — still under warranty.

1985 (B) MB200 DKFL PLAXTON 3500 TWO STAR. Choice of 3 with 53 recliners — still under warranty.

1983 (Y) DAF DKTL DUPL DOMINANT II/IV with toilet.

1982 (X) MB200 DKTL DOMINANT III with 57 seats.

LEYLAND

1982 (X) LEYLAND TIGER PLAXTON VIEWMASTER with 51 recliners.

1982 (X) LEYLAND TIGER PLAXTON VIEWMASTER with 49 recliners and toilet.

1981 (W) LEYLAND LEOPARD PLAXTON SUPREME IV. Choice of 2 with 53 recliners.

1981 (W) LEYLAND LEOPARD DUPL DOMINANT II with 53 recliners. Choice of 2.

1980 (W) LEYLAND LEOPARD PLAXTON SUPREME IV. Choice of 2 with 50 recliners or 53 seats.

1979 (T) LEYLAND LEOPARD PLAXTON SUPREME IV. Choice of 2 with 46 recliners or 57 seats.

1978 (S) LEYLAND LEOPARD DOMINANT II. Choice of 5 with 51 recliners, 53 or 57 seats.

1977 (R) LEYLAND LEOPARD PLAXTON SUPREME III. Choice of 2 with 53 seats.

1972 (K) LEYLAND LEOPARD PLAXTON ELITE with Supreme IV front, with 51 seats.

1971 (J) LEYLAND LEOPARD PLAXTON ELITE with Supreme IV front, with 51 seats.

1977 (R) AEC 760 PLAXTON SUPREME with 53 seats.

1976 (P) AEC 760 DUPL DOMINANT I with 53 seats. Choice of 2.

BEDFORD

1983 (Y) YNT DUPL DOMINANT IV with 53 seats.

1981 (W) BEDFORD YMT PLAXTON SUPREME IV with 53 seats.

1979 (V) BEDFORD YMT PLAXTON SUPREME IV with 49 seats.

1977 (R) BEDFORD YMT PLAXTON SUPREME with 53 seats.

1974 (M) YRT PLAXTON ELITE III with 53 seats.

1972 (L) YRQ PLAXTON ELITE III with 45 seats.

VOLVO

1984 (B) B10M DUPL CARIBBEAN I with 51 recliners.

1982 (X) B10M DUPL GOLDLINER IV 46/50 recliners with toilet. Choice of 2.

1981 (W) B58 PLAXTON SUPREME IV with 57 seats.

1979 (V) B58 DUPL DOMINANT II with 50 recliners.

1978 (S) B58 PLAXTON SUPREME with 53 seats.

1978 (S) VOLVO B58 ZF PLAXTON SUPREME with 57 seats.

FORD

1980 (W) R1114 PLAXTON SUPREME IV with 53 seats.

1980 (V) R1114 MOSELEY ALPHA with 53 seats.

1979 (T) R1114 DUPL DOMINANT II with 53 seats. Choice of 2.

1977 (R) R1114 PLAXTON SUPREME with 53 seats.

1976 (P) R1114 PLAXTON SUPREME with 53 seats. Choice of 2.

1976 (P) R1014 DUPL DOMINANT I with 45 seats. Choice of 2.

1975 (N) R1014 DUPL DOMINANT I with 45 seats.

1973 (M) R1114 PLAXTON ELITE III with 53 seats.

1973 (L) R1014 DUPL DOMINANT I with 45 seats.

OTHERS

1981 (W) TRANSIT DIESEL PACEMAKER with 16 seats.

1974 (M) SEDDON ATKINSON DOMINANT I with 53 seats.

TO CLEAR

UNUSED — LEYLAND ATLANTEAN DOUBLE DECK SERVICE.

UNUSED — LEYLAND 690 UTIC, SINGLE DECK SERVICE.

Lodge Garage, Whitehall, Road West, Gomersal, CLECKHEATON BD19 4BJ
TELEPHONE: BRADFORD (0274) 681144

Directions — Exit 26 M62 — 1 mile on A58 towards Leeds

COACHMART

Published by Coachmart Limited.

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All letters and articles should be sent to the Editor at the address given above. Views expressed are not necessarily those of the management

COACHMART ADVERTISING DEADLINES FOR THE CHRISTMAS AND NEW YEAR HOLIDAY PERIOD

As in previous years, Coachmart's offices will close over the Christmas and New Year period. All departments will close on Tuesday 24th December and will re-open on Monday 6th January. Throughout this period, all classified and display advertisements can be placed by telex (our telex No. is 597566 RYLAND G) or by post for the 10th January issue.

Copy deadlines for classified advertising will be as follows:

20th December 1985 issue: 12 noon Tuesday 17th December

27th December 1985 issue: 12 noon Thursday 19th December

10th January 1986 issue: 12 noon Tuesday 7th January

Coachmart will NOT be published on 3rd January 1986.



CALEDONIA

376 Townmill Road, Glasgow G31 3AN

Coach Sales and Services Ltd.

Telephone: 041 554 2761/4

Telex: 778449

NEW COACHES

VOLVO B10M GL Jonckheere Jubilee P599, low driver, 53 recliners, rear Continental door and stepwell, double glazing, radio/pa, immediate delivery.

VOLVO B10M GL Van Hool Alizée H, 52 recliners, rear toilet, Continental door, bunk provision etc, only one left in stock.

RIVIERA 32 seat midi coach, plug door, tinted windows, adjustable seat track, curtains, soft trim interior, full size coach seats, large boot, ex-stock.

MERCEDES 608D Reebur 19/21 seater, tinted windows, luggage racks, soft trim interior, coach seats with armrests, luggage boot, Bristol dome, skirt panels, wheel trims, saloon heater, roof vents, luxury specification, early delivery.

IVECO 35.8 Mellor 14 seats, tinted windows, coach seats, soft trim interior, luggage racks, luxury specification, ex-stock.

QUALITY USED COACHES

1984 (A) B10M 12 metre Van Hool Astral twin deck, 55 recliners including settee type seating in lower rear saloon, toilet, bunk, video wiring, 6 monitors, Webasto heating, full executive specification. **£76,500.** Only one left.

1982 (X) B58 11m Duple Dominant IV, 53 seats, express doors, video wiring, air horns, side lockers, radio/cassette, repainted white exterior. **£37,000**

1982 (X) B10M 12 metre Duple Highline, 53 recliners, power door, driver's bunk, rear Continental door, new MOT. **£42,500**

1982 (X) B58 12 metre, Jonckheere Bermuda, 53 recliners, rear Continental door, driver's bunk, rear sunken toilet, courier seat, radio/pa/cassette, TV, fridge, coffee machine. **£42,500**

1981 (W) B58 12 metre Duple Dominant IV, 54 recliners. **£32,500**

1980 (W) B58 Plaxton Supreme 53 seats, 11 metre, power door, radio/pa. **£27,500**

1983 (Private) ASTRON twin decker, 60 recliners, courier seat, toilet/washroom, driver's bunk, video wiring & 2 monitors, Webasto heating, radio/pa/cassette, roller blinds to side windows, full executive specification. **£62,500.** Only 1 left.

1981 (W) MB200 DKTL 12 metre Alpha, 49 recliners, centre sunken toilet, side lockers, curtains, radio/pa, video wiring. **£31,500**

1980 (V) MB200 DKTL 12 metre Plaxton, 50 recliners, toilet. **£26,500**

1979 (T) MB200 Plaxton, 12 metre, 57 seats, side lockers, tinted windows, Bristol dome, radio/pa, n. **£23,500**

1983 (Y) TIGER 245 ZF, 12 metre, Van Hool Alizée H, 52 recliners, power door, carpet to gangway etc. **£49,500**

1979 (V) LEOPARD Plaxton 51 seater, power door, arm rests, radio, semi-automatic. **£22,000**

1979 (T) LEOPARD 12 seater, Plaxton Supreme, 53 E type seats, power door, radio/pa, new MOT. **£22,500**

1982 (X) R1114 Plaxton Supreme 53 seater, power door, radio/cassette (ex Beeline). **£25,000**

1979 (T) R1114 Duple 53 seats. **£12,500**

1979 (T) R1014 Plaxton 45 seater. **£10,500**

1981 (W) YNT Turbo, Duple Dominant IV, 53 seats, tinted windows, radio/cassette/pa, side lockers, armrests etc. **£25,000.**

1980 (V) YMT Plaxton Supreme IV, 53 seats, tinted windows, radio/cassette/pa, side lockers etc. **£18,000.**

1976 (R) PJK Plaxton 29 seater. **£6,500.**

1980 (Dec X) FORD Transit, S.W.B., 12 seat, petrol, new MOT. **£4,000**

1980 (W) FORD Transit 12 seater, diesel engine, long MOT. **£4,500**

1976 BEDFORD PJK Duple 29 seater, no MOT. **£3,000.**

1974 (N) BEDFORD YLQ Duple Dominant, 45 seater. **£4,500**

PARTS SERVICE

Body parts and glass for:- Plaxton, Van Hool, Duple and Reeve Burgess

FORD PARTS STOCKISTS

AGENTS FOR WEBASTO HEATER SPARES

SPARES FOR MOST TYPES OF COACH SUPPLIED AND DELIVERED.

For prompt attention contact **JOHN RAWCLIFFE.**

WORKSHOP SERVICE

WE SPECIALISE IN COACH REPAIRS AND PAINTING, INCLUDING:

ACCIDENT DAMAGE AND GLASS REPLACEMENT.

WEBASTO HEATERS SUPPLIED AND FITTED.

For estimates ring **IAIN GREIG.**





At a meeting of National Bus Company managers which took place last week NBC Chairman, Robert Brook suggested that those managers interested in an immediate buy-out could be running their own businesses as early as next summer. "For those companies who elect to go immediately, the time scale will be just as soon as they and NBC can make it," said Robert Brook. Those company management teams which are currently undecided as to whether or not to make a bid will, however, be given time to consider their companies' positions.

Any managers who are contemplating making bids for their companies, "and who believe that they have the necessary degree of commitment to start now", have been invited to notify Mr. Brook of their interest as soon as possible. It is understood that managers will be able to bid for parts of operating companies as well as complete units — dependent on the detailed proposals and the price offered, any sensible suggestions will be given consideration.

Mr. Brook's remarks indicate that the Government may well already have decided how the National Bus Company is to be split and sold. It would seem that each operating subsidiary will be sold off separately, with some degree of preference given to management buy-outs where the price offered is a reasonable one. This means that sales and marketing companies within NBC such as National Express, National Holidays and London Crusader, none of which actually own any vehicles, are likely to be sold as single units, though some could be broken down further if prospective buyers are prepared to bid for parts of each organisation.

Despite Robert Brook's apparent anxiety to get privatisation underway, I understand that only a few NBC managers have done the necessary groundwork to tackle a management buyout, and that it is far from certain that even these will want to commit themselves right away; many will feel that it is in their own commercial

DISTRIBUTORS FOR

VOLVO

PLAXTONS

LUXURY COACHES

The London Based
Coach Dealer

Rydale

NEW COACHES FOR 1986 SEASON

VOLVO B9M Plaxton Paramount II 3200 ★ and ★★ star

VOLVO B10M GL Plaxton Paramount II 3200 and 3500, also available with low driver position and automatic gearbox option

VOLVO B10MT — Plaxton Paramount 4000RS 3 axle twin decker ★★ ★ star

BEDFORD
1983 (Y) BEDFORD YNT Duple Dominant IV, Express, 53 seats, autumn interior, large side lockers, power door, 3 heaters, exterior white/red, MOT April 1986. £32,500
1982 (X) BEDFORD YMQ/S Duple Dominant IV, 35 seats, autumn interior, Bristol dome, side locker, wheel discs, radio, tinted windows, heated laminated screen, exterior white with blue reliefs, MOT March 86. £25,500
1980 (V) BEDFORD YMT Duple Dominant II, 53 seats, autumn interior, power door, arm rests, side lockers radio/tape, automatic chassis lubrication, 3 heaters, exterior white, MOT August 1986. £15,750
1979 (V) BEDFORD YMT Duple Dominant II, 53 seater, red interior, heated laminated screens, exterior white, MOT Dec 1985
1978 (S) BEDFORD YLQ Plaxton Supreme III 45 seater, red interior, power door, decorative curtains, radio, wheel discs, exterior white/orange, being recertified. £8,500
1975 (N) BEDFORD YRQ Plaxton Elite III, 45 seater, red interior, power door, radio, exterior white with orange/blue reliefs, MOT 26 May 1986. £4,750
1974 (M) BEDFORD YRT Plaxton Elite III 49 'E' type seats, autumn interior, side lockers, exterior white/orange, MOT expired. £2,950

DAF
1981 (W) DAF MB200 DKTL, as above but with 57 seats, MOT 17th November 1986. £35,000.

1981 (W) DAF MB200 DKTL Plaxton Supreme IV 53 recliners, crew seat, red/orange striped moquette, fawn rubber floor, side lockers, adjustable floor strips, splitter gearbox, exterior white/green/cream, MOT 22nd October 1986. £35,000.
1981 (W) DAF MB200 DKTL Plaxton Supreme IV 53 recliners, crew seat, red/orange striped moquette, fawn rubber floor, side lockers, radio/tape, adjustable floor strips, splitter gearbox, exterior white with red/orange/yellow reliefs, MOT July 1986. £35,000.
FORD
1984 (A) QUEST VM rear 210 bhp engine, 6 speed gearbox, exhaust brake, Plaxton Paramount 3200, low driver, red moquette, black floor, through underfloor lockers, tinted windows, Eberspacher heater, kerb window, radio/pa/tape, exterior cream/red reliefs, MOT Oct 1986.
1983 (Y) FORD R1115 Plaxton Paramount 53 seats, red moquette, black floor side lockers, tinted windows, Eberspacher heater, kerb window, pa/tape, Telma retarder, exterior silver/duo blue, MOT April 1986. £29,500. One remaining.
1981 (V) FORD R1114 Duple Dominant II 53 seats, red interior, power door, side lockers, radio/tape, wheel discs, exterior white/mauve, MOT 28 March 1986. £18,500

1975 (N) FORD R1014 Plaxton Elite III, 45 seats, red moquette, black floor, side lockers. £3,500.
1972 (K) FORD Plaxton Elite II, 53 seats, red moquette recently retrimmed, red rubber floor, power door, radio/pa/tape, Telma retarder, 4 heaters, new engine recently fitted, exterior red/fawn, MOT August 1986.

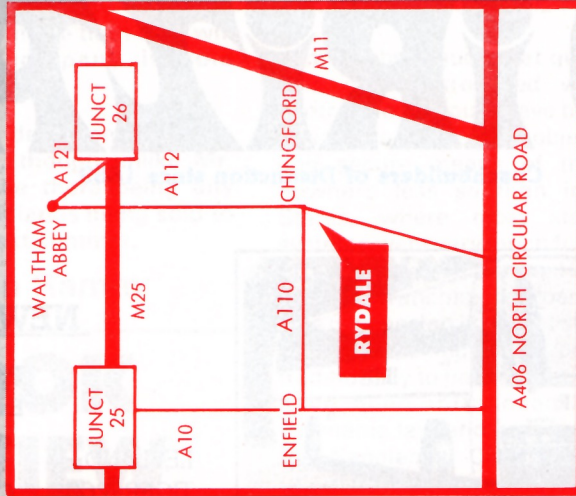
AEC
1972 (K) AEC Reliance 691 Plaxton Elite II, 51 seater, side lockers, radio/tape, exterior white with green and red reliefs, MOT 30th October 1986.

MINIBUSES
1983 (A) FORD Transit diesel overdrive, Mellor conversion, 12 luxury seats, fawn interior, exterior white with red/blue stripes, being recertified. £7,750.
1981 (X) BEDFORD CF Dormobile 12 seater, exterior white/blue, MOT 5th September 86.

LEYLAND
1976 (P) LEYLAND Leopard Duple Dominant 53 seats, autumn moquette, rosewood floor, power door, side lockers, semi-automatic gearbox, Telma retarder, automatic chassis lubrication, exterior white/turquoise and blue, MOT December 85. £12,500

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Please note: The above prices exclude VAT. All vehicles are offered subject to remaining unsold. The year quoted denotes the year of first registration.

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1985 VOLVO B10M GL IRIZAR PYRENEAN EXECUTIVE EX-DEMONSTRATOR. FIRST REGISTERED 4/7/85. 49 recliners, centre sunken toilet, driver's bunk, sun-dym double glazing, Continental door and courier seat, Radiomobile 450 radio, pa, Pannier lockers, coconut matting, Bremshey driver's seat, rubber floor, forced air ventilation, individual reading lights, curtains, adjustable head rests, spot lamps, peage window, coffee machine.
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	Pyrenean Executive	Shetland Deluxe
LEYLAND TIGER '260'	£76,950	£66,950
VOLVO B10M 'GL'	£78,950	£68,950
DAF SB 2300 DHS	£72,950	£62,950

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0727 64988 (Daytime)

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interests to wait at least until 1st April 1986, by which time the Traffic Commissioners will have published details of all bus services to be operated commercially following deregulation in October. It would therefore seem likely that last week's meeting was designed to give NBC managers advance warning of how the Government will expect the National Bus Company to be broken up rather than in genuine expectation of a flood of serious buy-out proposals.

It has previously been made obvious that many within the NBC hierarchy did not want to see the group split into individual operating companies when sold off. Their original preference was for it to be split into around four groups, with operating companies being shared out between the new groups in such a way that each operating subsidiary was surrounded geographically by companies run by each of the competing groups. This was rejected by Government at an early stage as

inadequate, despite the fact that a regrouping of this sort may well have netted the treasury more than they will obtain if each company is sold individually.

I will be watching developments with particular interest, though unlike Mr. Brook I do not see there being any possibility of subsidiaries being sold to management by next summer.

Houston Ramm

BOOK REVIEW

Worldwide Bus Regulation Reference Book

The results of a major worldwide survey of bus regulation practices are used to argue for removal of quantity and price control, with a strengthening of quality regulation in a book by Dr. John Hibbs.

The book "Regulation — A 200 page international study of bus and coach licensing" contains summaries of the regulatory systems of 150 countries and 68 Australian, Canadian and USA states with detailed appendices describing the operation of regulation in 40 countries and includes deregulation experiences in Chile and Hong Kong and the contrasting

franchise and arbitrational systems identified in his analysis.

John Hibbs argues that quantity control was often introduced where quality control alone would have been sufficient to achieve the desired objectives of safe and secure means of transport, and nowhere less so than in the United States, where most state licensing systems went very much further than the British in discrimination. He reveals that the pure franchise approach, in which a sole concession is given to an operator to serve a specific route or territory, is traditionally to be found in countries that have been influenced by Romano-Germanic law and posses in some form the Napoleonic Civil Code. Except for urban transport, franchise is rarely overt in regulations found in countries influenced by the English Common Law, where regulation is based on an assumed need to arbitrate between different firms that compete for the same traffic. Arbitration systems tend to be adversarial while franchises are inquisitorial. He claims that the extent to which the provision for contestable markets is resisted might be expected to relate to the strength of the franchise approach, either specific or implied.

"Regulation — An international study of bus and coach licensing" by John Hibbs is published by Transport Publishing Projects of 59 Park Place, Cardiff CF1 3AT from whom it may be purchased, price £15.00.



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1984 (Y) BEDFORD YNT 12 metre Wrights Contour coach body, air suspension to rear, 53 reclining seats, exhaust break, lift up arm rests, grab handles and map pockets to seat rear, power door, radio/pa/stereo, tinted windows, blinds to side windows, courier seat, péage window to entrance door, moquette to centre, side lockers, driver's fan, interior brown/red, exterior white and blue, current MOT. **£39,950.**

1983 (Y) BEDFORD YNT 12 metre Wrights Contour coach body, 6 speed ZF gearbox, Eberspacher heating, 53 reclining seats, power door, radio/pa/cassette, soft trim to interior, Tempo 100, air suspension to rear, tinted windows, blinds to side windows, driver's fan, side locker, interior red and grey, exterior white with red and black bands, MOT to May 1986. **£37,250.**

1983 (Y) FORD R1114 Paramount Express, 53 seats, 6 speed gearbox, heaters, power door, radio/pa/stereo, tinted windows, decorative curtains, side locker, driver's locker, wheel trims, interior blue/red, exterior cream with dual blue bands, current MOT, choice of two. **£29,750.**

1982 (X) LEYLAND Tiger 218, 6 speed ZF gearbox, 12 metre Plaxton Supreme V, 57 seater coach, heaters, power door, side lockers, radio/pa, TV, wired for video, driver's locker, windows, top tinted laminated screen, interior red, exterior blue with gold/yellow Continental stripe MOT Dec 85. **£35,950.**

1982 (X) BEDFORD YNT Duple Dominant IV, 53 seater, Express body, 6 speed ZF gearbox, heaters, SBG dome, power door, radio/pa/stereo, driver's locker, tinted windows, interior brown and orange, exterior white with gold, blue and green bands, MOT to March 1986, choice of two. **£23,950.**

1981 (W) BEDFORD YMT Plaxton Supreme IV 53 seater coach, 5 speed gearbox, heaters, interior autumn tint, exterior green with blue reliefs, 12 months MOT. **£15,975.**

1980 (V) LEYLAND Leopard 12 metre Plaxton Supreme coach, 5 speed semi-automatic gearbox, Webasto heating, power door, radio/pa, 50 reclining seats, courier seat, partition behind driver, interior brown and orange, exterior white with red and orange bands, current MOT. **£26,500.**

1979 (T) BRISTOL LHS 35 seater Plaxton Supreme coach, 5 speed gearbox, heaters, radio/pa, interior orange/red, exterior blue/white, MOT February 86. **£14,500.**

1978 (S) BRISTOL LHL 51 seater Plaxton Supreme coach, 5 speed gearbox, heaters, side locker, Bristol dome, power door, radio/pa, drivers locker, power steering, interior autumn tint, exterior red and white, current MOT. **£12,850.**

1977 (R) LEYLAND Leopard Plaxton Supreme 53 seater coach, 5 speed semi-automatic gearbox, Webasto heating, power door, radio/pa/stereo, side locker, interior red, exterior white with dual green bands, MOT to April 1986. **£14,500.**

1975 (N) VOLVO B58 Duple Dominant I Express 53 seater, heaters, 5 speed gearbox, power door, side locker, interior red, exterior cream and red, MOT Jan 86. **£8,450.**

1974 (N) BEDFORD YRQ Plaxton Elite 45 seater coach, power door, radio/pa, interior blue, exterior blue and white, MOT April 1986. **£4,950**

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POSTMART



VIKING

VIKING MOTORS (BURTON) LTD

Mr. Houston Ramm
Coachmart Ltd.
HULL.

23rd November, 1985

Dear Houston,

I have just opened Coachmart issue 359 and read Ron Whittle's letter; before exploring the issue further I feel I would like to drop you a line.

Thank you Ron for putting the problem in another light, for a simple explanation and example of the disastrous route this industry is following. May I again pose the question WHY?

WHY do OPERATORS get this masochistic satisfaction of DOING THEMSELVES DOWN?

WHY do they expect their EMPLOYEES to exist on LOW WAGES?

WHY don't they want SOUND businesses?

WHY don't they want good PENSION SCHEMES?

WHY? the list is endless.

WHY don't they realise that the travelling PUBLIC will pay a REASONABLE and fair FARE for RELIABLE SERVICE and that the onus for the PROBLEMS rests fairly and squarely on the shoulders of the OPERATOR.

Many other industries trade in fierce competition but their DIRECTORS/OWNERS/MANAGERS calculate their costs, and get a fair return for their labours for their EMPLOYEES and their COMPANIES.

Are the Ron Whittles, and those like him who do so much for fellow operators in GIVING of themselves, their time, and SOUND ADVICE, to always remain just voices in the WILDERNESS?

Yours sincerely,

P.S. I invite the WIVES of ALL OPERATORS to send their HUSBANDS to do the SHOPPING. Let those good MEN OF INDUSTRY find out how to MANAGE MONEY, work to a BUDGET and still have a little left over towards a new pair of shoes!

Please reply to

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Reply to: LONDON

26 November 1985

Houston Ramm Esq
Editor
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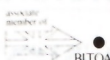
Dear Sir

BCP Coach Division at Gatwick thought you would be interested to know that their fleet is immediately being fitted with Governors in applauding the Minister's proposals to legislate for a 70 mph coach speed limit and sincerely hopes that all others in the industry will follow suit.

I believe we are the first to make this announcement (unless you know otherwise!).

Yours faithfully

A R L Moss
Managing Director



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1985

Coachmart Diary

DECEMBER 1985

Tuesday 10th December Nottinghamshire Operators Association.

"Are you ready to take advantage of deregulation". A discussion. Refreshments provided, all Nottinghamshire operators welcome.

At: The Rufford Arms, Mansfield at 7.45 pm.

Contact: Pauline Rogers, Rainworth Travel on (0623) 743576.

1986

JANUARY 1986

Thursday 9th to Sunday 12th January inclusive.

The Holiday and Travel Fair, Hall 6/6a, N.E.C., Birmingham.

9th January is trade-only day.

Organisers: Exhibitions and Events Division, National Exhibition Centre, Birmingham B40 1NT. Tel: Helen Lord 021 780 4171.

Thursday 16th to Saturday 18th January 1986

Holiday Fair '86 — Darlington.

At: The Dolphin Centre, Darlington.

Stand enquiries to: Malcolm Priestman, Holiday Fair '86, North of England Newspapers, Priestgate, Darlington DL1 1NF. Telephone (0325) 460177.

Friday 17th January

BCC East Midland Region/
Nottinghamshire Operators
Association.

Dinner Dance and Cabaret.

At: The West Retford Hotel.

Contact: Pauline Rogers on (0623) 743576 or D. R. Johnson on (0602) 818830.

Saturday 18th January

BCC East Midland Region Local Bus
Service Deregulation Seminar.

A full day seminar looking at the new legislation and potential problems, preparing to meet the challenge and how to make it work. Speakers include Houston Ramm, Geoffrey Hilditch, Martin Brandon-Bravo M.P., Sylvia Trench, Peter Rogers and Derek Hunter and there will be a deregulation related trade show at lunch time.

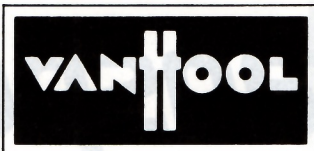
At: The West Retford Hotel, commencing 09.45.

Contact: D. R. Johnson, Regional Secretary on Nottingham (0602) 818830.



Don Everall

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INVITATION TO TENDER

London Regional Transport Bus Services

London Regional Transport invite tenders for the operation of a new network of bus services in the Orpington area.

These services will be marketed as an integral part of the London Regional Transport network. Under the contract process, London Regional Transport will maintain a number of controls over the maintenance and financial requirements under the PSV licensing regulations.

The routes involved are:

L1	Sidcup, Queen Mary's Hosp. - Orpington - Bromley Cmn.
L3	Petts Wood - Orpington - Chelsfield - Green St. Green
L4	Locks Bottom - Orpington - Augustine Road
L5	Orpington - Cudham - Pratts Bottom - Orpington
L6	Sevenoaks - Chelsfield Village - Orpington
51	Woolwich - Orpington/Green Street Green
61	Chislehurst - Bromley
61B	Chislehurst - Eltham Well Hall
229	Sidcup - Bexleyheath/Erith
261	Bromley Common - Lewisham
261A	Green Street Green - Lewisham
858	Orpington - Biggin Hill



Routes L1, L3, L4, L5, L6 and 858 will be suitable for operation by vehicles with a capacity of about 25 passengers.

In addition, separate tenders are invited for a number of journeys related to routes L5 and L6.

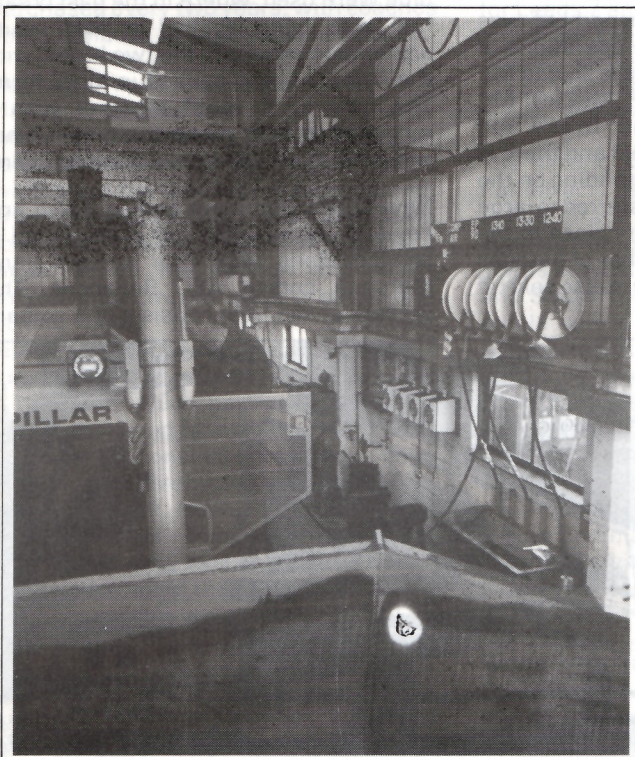
If you are interested, please contact Nick Newton on 01-437 8353 for specifications and a tender application form, or write to him at:

Group Planning Department, London Regional Transport
Oxford Circus House, 245 Oxford Street, LONDON W1R 1LF.

Tender closing date: 20th January 1986



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South Yorkshire Road Transport

The West Yorkshire town of Pontefract, well known for its race course, is also renowned for its Pontefract cakes. These are round liquorice sweets which have been produced in the town since the 17th century. Sadly the local fields of liquorice no longer exist and the raw materials to manufacture these delicacies now come from plantations in Turkey! The town, however, does not import its public transport as it has provided the home for what is now the Yorkshire area's largest independent stage carriage operator for the last 56 years.

South Yorkshire Road Transport's history began in 1925 when the original parent company, Badsworth Motors was formed by Mr. R. W. Winder, operating from a base in Thorpe Audlin. In 1926 the operating name was changed to the South Yorkshire Motor Company. On running into financial difficulties in 1929 the company was taken over by E. P. Bullock, one of the best known names in the history of bus operation in South and West Yorkshire. The company name was changed to South Yorkshire Motors Ltd. and the operational base was moved to the Cornmarket, Pontefract.

Prior to the take over Badsworth Motors had operated Reo, Chevrolet and Studebaker vehicles together with larger capacity Dennis coaches. Things changed once Mr. Bullock took the wheel as he was an Albion enthusiast and this mark became particularly associated with South Yorkshire Motors. Prior to the second world war Albion single deckers were the order of the day. The majority of these vehicles received Gardner engines

RIGHT: The Leyland Olympian has become the standard double deck purchase.

BELOW RIGHT: A Leyland Olympian seen operating the long Leeds to Doncaster service.

during the 1930s and a number of them were re-bodied, a practice not uncommon for this company.

The first double deckers entered the fleet in 1944 in the guise of four Daimler CWA 6s with Brush and Duple bodies. A number of Albion Valkyries with Pickering single deck bus bodywork and one Burlingham coach body joined the fleet in 1946 and 47. The year 1950 saw the end of the Albion era with the purchase of three Venturer double deckers. The following year South Yorkshire Motors transferred its affections to the Leyland stable when four Leyland bodied Titans were brought into service. Titans with numerous body types reigned throughout the fifties until 1963 when the first rear engined double deckers, in the form of the new Leyland Atlantean, arrived at the firm's garage. They had Lowbridge Weymann bodywork, and, as had become company practice over the years with all the firm's double deckers, the fittings and furnishings were to a higher standard than the travelling public normally encountered.

South Yorkshire Road Transport Ltd. was formed in 1973 when the operations of South Yorkshire Motors were sold to Mr. J. M. McCloy and Mr. D. P. McCloy, Mr. Bullock's nephews. The firm's old Cornmarket garage was sold and there is now a large supermarket standing on the site. Operations were transferred to large premises in Northgate, very close to the town's bus station. A number of garages holding Ford franchises were also sold off at this time.



All the rear engined double deckers together with some PD2s and PD3s passed to the new company. However, the company's purchasing policy changed with Leyland engined Daimler Fleetlines bodied by Weymann, Roe and Northern Counties arrived, painted in the firm's new livery. Although the traditional colours of dark blue and light blue were used, where in the past cream had also been applied a bold white application now split the two blues, with the colours being applied in block form. The new S. Y. motif together with a modernised fleet name completed what was and still is a very eye catching livery.

New Duple Dominant bodied Volvo and Leyland Leopard coaches were placed in service along with four second hand Marshall bodied AEC Reliances. The present coach fleet consists of a solitary

BELOW RIGHT: A pair of Plaxton Paramount bodied Leyland Tigers are owned.

BELOW LEFT: A recent acquisition is this Northern Counties bodied Olympian.





Leyland Leopard with Plaxton Supreme Express bodywork, three Volvo B58s with Plaxton Supreme IV Express, Van Hool Aragon and Moseley Continental Alpha bodywork along with four Leyland Tigers with Plaxton Supreme V Express and Paramount 3200 Express bodywork.

The double decker fleet comprises of two Leyland Atlanteans, three Daimler Fleetlines, six Leyland Fleetlines and four Leyland Olympians all with Northern Counties bodywork. A total of 23 vehicles are currently operated. The non PSV fleet includes an old Karrier recovery vehicle together with a 1957 Leyland Titan PD2/30 with Park Royal bodywork which has been recently refurbished and is kept for driver training duties; this can often be seen at local rallies. The company's policy is to purchase new vehicles and normally two new double deckers are purchased every two years, with coaches being replaced as is deemed necessary.

Maurice Draper, the company's General Manager, told me that he decided to try the two Continental bodied vehicles because he felt that the Plaxton bodies available at the time looked rather dated. After his experience of the last Dominant bodies he was not interested in Duple's range. When the Aragon and Alpha arrived they caused quite a stir in the locality being so different from the vehicles people normally saw in the local streets. He went on to say that the Volvos in the fleet, which have manual boxes, are not that good for stage carriage work although he considers them to a good private hire vehicle and ideal for motorway work. However, he feels that Volvos fitted with semi or fully automatic boxes could work well on stage services. On the other hand the Tigers are good all purpose vehicles which perform well on stage work.

The reason South Yorkshire normally purchase Northern Counties bodywork for its double deckers is basically because of the service they get. Over the years both firms have built up extremely good



relationships with each other and Maurice describes dealing with the bodybuilders as being like having contact with a small family firm. The quality of the finished product is always to a high standard and Maurice believes that South Yorkshire gets the same treatment with its small regular orders as a larger undertaking who purchase a greater number.

South Yorkshire's main area of operations is stage carriage work which dates back to the formation of the original company. The basic stage network consists of five routes. Route 410, Doncaster to Leeds via Pontefract, covers a distance of 29 miles, has fifteen pick up points and is one of the longest routes in industrial Yorkshire. Three vehicles work on the run daily commencing from Pontefract bus station at 6.30 am bound for Leeds 7 am to Doncaster and 7.30 am again to Leeds Monday to Saturday. Sunday services start at 11.30 am from Leeds Central bus station. The last bus arrives in Pontefract at 22.54 each day.

The second service No. 411 runs from Pontefract bus station to Doncaster, back to Pontefract, then on to Leeds returning again to Pontefract. Taking in 31 pick-up-points in West Yorkshire, North Yorkshire and South Yorkshire the duration of the whole run is 3 hours 55 minutes. As Maurice pointed out a driver on this route only does two runs during his duty time. Four vehicles are used with starting times of 5.30 am, 6.30 am, and 7.30 heading for Doncaster and a 7 am run to Leeds. Two of the vehicles do short runs around Knottingley and Ferrybridge before commencing their main service. Sunday services start at 10.30 am and then every half hour until all the vehicles are working.

Route 245, travelling from Pontefract to Barnsley, is a joint service operated with one of the local National Bus Company subsidiaries, Yorkshire Traction. It employs two vehicles daily starting from Pontefract at 7.10 am and 7.45 am. The

FAR LEFT: Older NCME bodied Fleetlines have the BET style windscreen.

LEFT: This 1980 Fleetline with Northern Counties bodywork is typical of the double deck fleet.

ABOVE LEFT: A batch of three NCME bodied Fleetlines were purchased in late 1978.

ABOVE: One of a pair of Plaxton bodied Leyland Tiger coaches.

run has ten pick-up points including the village with the well known National Trust House, Nostell Priory, where one service finishes at 22.30. Sunday services commence at 11.10 am and 11.45 am. Route 487 is a local service which runs from Pontefract bus station to Ferrybridge, back to Pontefract bus station then to Chequerfield returning to its point of departure. It employs one vehicle with the service commencing at 6.45 am. The Sunday service works only from Pontefract to Chequerfield.

On Saturdays, Sundays and Mondays service 486 works from Pontefract to Selby market place, however, from Tuesday to Friday it terminates at Whitley Bridge instead of running through Selby. This run employs one vehicle which commences operation at 8.15 am, terminating in Pontefract bus station at 22.35. An hourly local service taking in Pontefract, Ferrybridge and Knottingley is operated on Saturdays. Three school services are also operated during term time, one in Pontefract, one in Knottingley and one to South Milford.

Since partial deregulation in 1980, South Yorkshire have started running excursions to such delights as Blackpool, Scarborough, Newcastle, and Chester along with specials such as Christmas shopper trips and, of course everybody's favourite, Blackpool Illuminations. Maurice feels that the firm do reasonably well in this field mainly because they are able to keep their prices very competitive. All their trips start from Pontefract bus stations with this being the only pick-up-point, therefore, mileage to collect passengers and time is not wasted. The vehicle leaves the bus station heading straight for its destination loaded with happy revellers. The former South Yorkshire Motors had little interest in the developments of excursions and private hire work, although a number of coaches were owned and the interiors of most of the stage carriage vehicles reached the same standards as many coaches.

A lot of private hire work is undertaken and the firm have a number of regular customers, including the local schools who tend to make use of the firm's double

RIGHT: The rear of this Supreme V bodied Tiger shows the simple but effective sign writing and Union Jack applied to the coaching fleet.

BELOW RIGHT: This bold advertising panel is used at the rear of double deckers.



deckers. However, the miners' strike of 1984 affected South Yorkshire like many other operators based in mining communities and with the travelling public still recovering financially the effects are likely to be quite prolonged. One instance Maurice quoted was their schools work which now tends to be more local runs using double deckers instead of distance work utilizing the coaches. When on private hire work it is company policy that vehicles arrive a few minutes early and are clean both inside and out. Maurice treats every job individually and does not link work up. There is always a back-up vehicle parked in the yard in case of a breakdown.

Continental work is only undertaken on a private hire basis; shuttle work has never really interested the firm and they don't operate tours. Although no express services are at present operated, it is a field that South Yorkshire have worked in over the years. As long ago as 1928 an unsuccessful application was made to operate a service from Leeds to Sheffield. However, in 1927 South Yorkshire Motors had applied to operate a daily service from Leeds to London via Doncaster. This was granted and was in operation by early 1928. The service was sold to the Yorkshire Pool operators in the early 1930s. More recently an express service from Pontefract to Manchester and Hull was operated but it has now been withdrawn.

All South Yorkshire's services are crew operated, which provides the most unusual sight of vehicles pulling out of numerous bus stations in the area with a conductor standing by the driver. The firm try to maintain the old image of the company and believe that the travelling public appreciate the fact that when a South Yorkshire vehicles pulls into the bus station they can board immediately

instead of having to wait in the cold for the driver to check his money, have a break and then open the doors. Maurice commented that when the other operators in the area went over to one man operation South Yorkshire's loadings increased.

In 1973 Ultimate ticket machines were introduced, replacing the old Bellgraphic machines previously used. A further change has now taken place with the introduction of the Almex fares collection system. The information this system provides is vitally important to the day to day running of the company, especially when it is considered that they are dealing with two Passenger Transport Authorities and a county council in whose areas the firm's vehicles work. It also gives management a better knowledge base of where services are working well or where things are falling down. South Yorkshire use all the different ticket systems employed by the different authorities including free travel for the elderly. This obviously entails the claiming back of monies and in this area the Almex system has proved invaluable.

South Yorkshire participated in the local Castleford Map Study a couple of years ago which Maurice feels benefited both passengers and operators. Instead of working in direct competition all the local operators now work together. The firm enjoys good working relationships with the PTEs and the local National Bus Company subsidiaries.

The garage, which was once a potato warehouse, was completely laid out to the firm's own requirements when the premises were purchased in 1973. It comprises of a series of work areas partitioned off with interconnecting doors. Each area has drive-over pits with a sunken walk-way at the back. At one end of the building is a well equipped machine shop where a number of replacement parts regularly needed are manufactured. A certain amount of

outside work for local factories is also undertaken.

The firm's mechanics undertake what ever maintenance/repair work is necessary to keep the fleet on the road. This even extends to reconditioning their own engines and gearboxes. Apart from the repair of injection pumps South Yorkshire are completely self contained on the engineering side. Body repairs along with repaints are also carried out and whilst coaches are sprayed double deckers are always brush painted. The garage is always manned when ever any member of the fleet is on the road working.

Every vehicle is driven over the pit once a week for checking. Possibly it could be said that the vehicles are looked at more than necessary but Maurice told me that the firm believes in keeping their vehicles maintained to a very high standard which helps to avoid breakdowns for minor reasons. Each vehicle has its own workshop file and when ever the vehicle is looked at or worked on it is logged. In effect the vehicle has a complete life history from the day it arrives to the day it is sold. Every tyre purchased is given a code number which enables the company to work out the exact mileage it has covered and which vehicles it has been fitted to. By checking the files Maurice knows what mileage he is getting out of the parts that need regular replacement such as brake linings, and should there be any need for discussion with suppliers or manufacturers he has the facts and figures at his finger tips. Seven skilled and five semi-skilled fitters man the workshops together with an

BELOW RIGHT: South Yorkshire's two-tone blue and white livery is highly distinctive.

BELOW: This is one of a pair of NCME bodied Leyland Atlanteans, the oldest vehicles in regular service.



BOTTOM RIGHT: This 1977 Plaxton bodied Leyland is the oldest coach in the fleet.



A certain amount of vandalism, an ugly word in anybody's vocabulary, has been experienced by South Yorkshire but rips in seats are repaired and graffiti is removed as quickly as possible as Maurice believes this is the only way to keep the problem small. It's very easy for fingers to slip into a rip and make it bigger.

From what I have seen in both Leeds and Pontefract bus stations South Yorkshire's vehicles are well patronised by the travelling public as they disappear down the 19,000 miles of road covered on local service work each week. The firm certainly seem well placed to continue in this field after deregulation while at the same time owning the right rolling stock and facilities to enter other markets that they might consider viable for the company.

Adrian Thomas



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CITY PACER 25

Optare, the bus building organisation which was formed by ex Roe staff after that company was closed down, has announced another new vehicle, the City Pacer 25. Introducing the strikingly styled midi bus Optare's Managing Director, Russel Richardson, described it as "a new bus to suit a new era in the passenger industry". The City Pacer was designed to meet the needs of operator, passenger and driver in a market which was becoming more aware of the advantages which smaller buses could offer in certain applications. He said: "I personally ran the Charles H. Roe factory for several years, during which we produced an endless stream of hundreds of double deck buses each year for more or less the same local authority customers. The incentive to change was small, and life was fairly calm and ordered. The world is very different now! Change, whether we approve of it or not, is here. No matter what happens to bus legislation in the future, under any Government of any persuasion, the 1985 Transport Act will change the bus world and passenger expectations for ever." He went on to explain how Optare saw bus services developing and that the City Pacer was being introduced to meet an anticipated need for a flexible 25 seater. The bus is based on the Volkswagen LT50 chassis and has the full support of VW. It has been designed around this base and it is not intended to make it available on any other chassis.

City Pacer is not a van conversion, neither is it an adaptation of another vehicle. Even the driving position of the VW has been changed to suit the design. The LT50 was chosen as being the right size and weight for the project and because it is supported by a specialist, 108 strong, dealer network, there should be no areas of Britain where an operator cannot get service. The mechanical specification of the LT50 fitted Optare's requirements and chassis dimensions were suitable. Volkswagen agreed to move the driving position from its normal forward control location to above and slightly behind the front axle, where it is directly in line with the entrance door. The repositioning allowed Optare's designers to include a sloping front with a large glazed area for good driver visibility, and also for them to keep the saloon floor flat. Optare claim that the City Pacer 25 has an estimated life of eight years or 350,000 operating miles. Production models will enter the market early in 1986.

The vehicle has a square section steel tube frame, with only two tube sizes used to construct 90% of the structure. The skeleton is fully welded at all joints and is welded to the chassis for robustness and to avoid the use of mechanical fixings between the two. The structure is Dinol wax injected, Mebon anti corrosion

treated and completely undersealed. A 12mm hard faced fire retardant plywood floor is fitted covered with DLW flooring material, in one piece to eliminate join mouldings and dirt taps. The interior is trimmed from waist upwards in soft fabrics whilst the lower wall sections are laminate covered. The headlining is also fabric covered. The seats, all forward facing, are moquette covered with a stainless steel top rail. Seat coverings and padding is flame retardant. Optional contoured seating will probably be available but with the standard seats, which are 828mm (32½") wide, an aisle width of 426mm (16¾") is achieved.

Moving the driver to the same floor height as the rest of the vehicle has improved forward vision, in addition to allowing more space for the driver. The area forward of the entrance at the nearside becomes a luggage pen, the only storage inside the vehicle as overhead racks are not included.

The exterior of the City Pacer will distinguish it from any other bus, particularly the front. This features a very deep windscreen which slopes acutely from front cowl to a roof level. The screen is narrower at the bottom than at the top and has large triangular quarter windows at both sides. Side windows are square cornered tinted 5mm glass fitted in slim rubber gaskets for easy replacement. The nose is futuristically styled and the VW chassis is shortened forward of the front axle. Front panel and wing panels are GRP moulded and detachable. Skirt panels, also GRP, slope inwards below the vehicle sides. The roof is made up of fibreglass sections with moulded corner sections and the rear is similarly composed. Heavy moulded bumper sections are fitted at both front and rear. The waist panel is sectional aluminium for ease of replacement but it

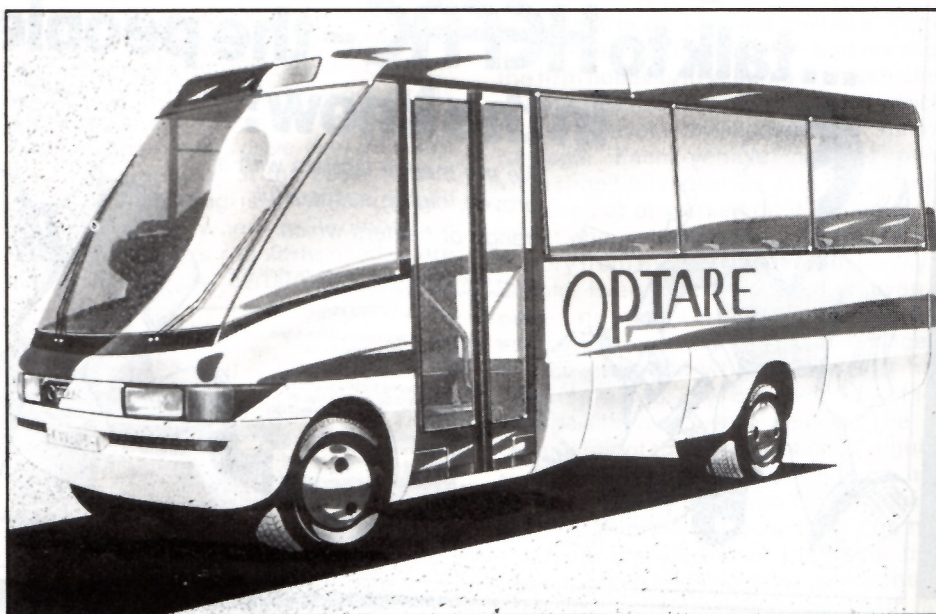
is described as looking like a one piece section. Two pack acrylic paintwork is standard.

The VW LT50 base is powered by a six cylinder in-line turbo charged diesel engine of 2.384 litres which produces 75 kw (102 bhp) at 4,300 rpm. Maximum torque is rated at 195 Nm (143.8 lbf ft) at 2,500 rpm. Drive is via either a 4 or 5 speed synchromesh gearbox with an automatic unit available. The standard back axle ratio of 4.88 : 1 is used, but there are higher and lower ratio options. Steering is non powered worm and roller giving a wall to wall turning circle of less than 15m. Hydraulic brakes with vacuum servo assistance are fitted, with discs on the front axle. The dual circuit system is fitted with a load sensing system to balance braking effort between front and rear wheels. The LT50 has a servicing interval of 20,000 miles, although oil changes are advised every 5,000 miles. The VW 12 months unlimited mileage warranty covers the vehicle and there is a facility to extend the warranty for a further 12 months for a small charge.

The City Pacer 25 will be sold directly by Optare from Leeds but will also be available from 7 or 8 specially appointed VW psv dealers. They will stock and supply spares for the whole vehicle and have access to an emergency delivery service for all parts from Optare. They will be supplemented by the remainder of the VW light commercial vehicle network, who will also be able to carry out routine servicing and maintenance.

Optare are confident that the City Pacer has a place in the market following deregulation. At £26,800 the City Pacer looks promising, and Optare report that representations made so far to likely customers have met with a positive response. City Pacer 25 will be available early in the new year as a bus and it is anticipated that other versions, including a luxury coach, will follow. Product information is now available from Optare at Cross Gates Carriage Works, Manston Lane, Leeds LS15 8SU. Telephone (0532) 645182.

Ray Pearson



ON TARGET



The Good News Story

A journalist once said that there was no news value at all about a family going to the coast by car on a fine Bank Holiday, who sat on the beach all day in fine weather, ate their sandwiches and came home uneventfully and had a good day out. Only if they were injured in a motoring accident, or suffered traffic delays, or suffered awful weather, or got food poisoning, or were drowned by a freak wave would their story become newsworthy.

That is how it is regarding coach and bus travel. Good news will never make a story, but the bigger the accident, the bigger the headlines. I write this some time after the crash involving the Eastern Scottish coach and, at present, the cause is still unknown. It would not be any surprise to me to discover that it simply happened because it was on a sunny October day on a Southbound motorway. It is often very difficult to see brake lights when driving into sunlight —especially if a driver suffers from the form of colour blindness which makes red a very unnoticeable colour. This may sound amazing to normally sighted people, but it is a fact that a significant number of males do suffer in this way. As far as I am aware there has been little or no research

into the effects of colour blindness in motoring accidents. Whether or not this was a contributory cause of that particular accident, I feel that it is worthy of further investigation.

I did detect one element of good news in the reporting of this incident. The Channel 4 news programme which covered it gave a very fair report and emphasised the overall safety of coach travel and the fact that fatalities on coaches was actually declining. I detected some hard work there on the part of BCC and I offer the thanks of the industry to them for getting this all-important message across at that particular time.

I would now like to tell you a good news story. I hope that it will be passed to Lynda Chalker and others who seem to be over-reacting as a result of this, and a subsequent, accident. It is wholly without fabrication and precise details can be given, through Coachmart, to any Politician or Chief Constable who may find them useful.

A few weeks ago my Venturer, driven by Mike, was cruising comfortably at 65 mph on the M5, going southbound to Torquay. He observed in the mirror a coach about to overtake him. Mike said that he did not think that it was exceeding the 70 mph limit as it took some time to level with him and pass. It was one of the Blue Bus fleet.

When it was about a yard in front of him, Mike observed a car doing a "U" turn on the motorway! It was driving through the cones on one of the gaps in the centre barrier which was less than 100 yards ahead. What was worse was that it appeared that it was not planning to stop and wait for a gap in the traffic.

Both coach drivers acted with the sort of quick reaction which deserved a medal but usually goes unrecognised. Mike braked like mad, and, at the same time, put on his left indicator and pulled over. I think he said that he also found time to give his headlights a flash. Blue Bus too managed to slow a bit and to pull over into the lane vacated by Mike. They both then narrowly missed the car, driven by an elderly male, who unconcernedly turned out into the fast lane.

Mike read the number of the car. He slowed down and verified it when the car eventually passed him. He got a passenger on the front seat to write it down and he subsequently reported it to the Police. Whether the car driver is being prosecuted I know not, but Mike has not yet been contacted by the Police with a view to giving evidence.

The carnage which might have resulted had these two drivers not acted so well defies realistic description. Two coaches ablaze, blocking the motorway, traffic piling into each other behind them. The death toll could have been enormous. And who would have got the blame? No doubt the "Star" would have again blamed speeding coach drivers.

Here we have a true good news story of the coach crash which never was. It will not be told in the popular press as it is a non-event. Yet, with some modification, and sometimes with not so fearful possible consequences, that sort of event takes place many times each day on the nation's roads and motorways. How can we get these good news stories across to the public and politicians? They only hear the black side of the news.

In my experience of employing and talking to many hundreds of coach drivers, there are very, very few who take the sort of delight in speeding which is common amongst car drivers (and I will be honest enough to include myself in the latter). 99% or more, regard 70 mph as plenty fast enough and, in any case, there is no reward, but lots more nervous energy involved, in driving fast. The vast mass of coach drivers are professionals who like to do the job properly.

But it has to be said that this very professionalism will sometimes lead to them exceeding speed limits. This is not due to a love of speeding, but the personal pride, or the pressure from their employers, to keep to a timetable. To make the connection, to catch the ferry, or to be finished before driving hours run out.

Employers who make schedules which require speeding are not being fair to their drivers, and they are not being fair to the rest of us. Those of us who operate responsibly and sensibly risk restrictions which may be brought about by scheduling idiotic impossibilities.

I am pleased that Lynda Chalker did not fall prey to the lobby for lowering coach speeds. She promised not to do this if the industry came up with, and observed, a Code of Practice. I think we have done so. The other thing she was said to be considering is banning coaches from the fast lane, because they are too fast. Lorries are banned because they are too slow! This illogical notion too has been rejected. My constructive suggestion on what she might do is to create a specific offence of scheduling a journey at an average speed which makes it inevitable that speed limits will be exceeded. The industry would undoubtedly be consulted on what are acceptable averages. I would throw out the suggestion that for motorway journeys, excluding breaks, anything scheduled in excess of 55 mph average speed is inviting illegal speeding for some parts of the journey.

I am not opposed to the proposal that top speed governors could be fitted to vehicles, but why limit the idea to coaches? PSV's are not the worst offenders in the motorway speeding league tables. Furthermore, Lynda Chalker acknowledged in her House of Commons speech on road safety that only a minority of coach drivers are offending. My advice is to look to the cause (irresponsible scheduling), before deciding on the cure.

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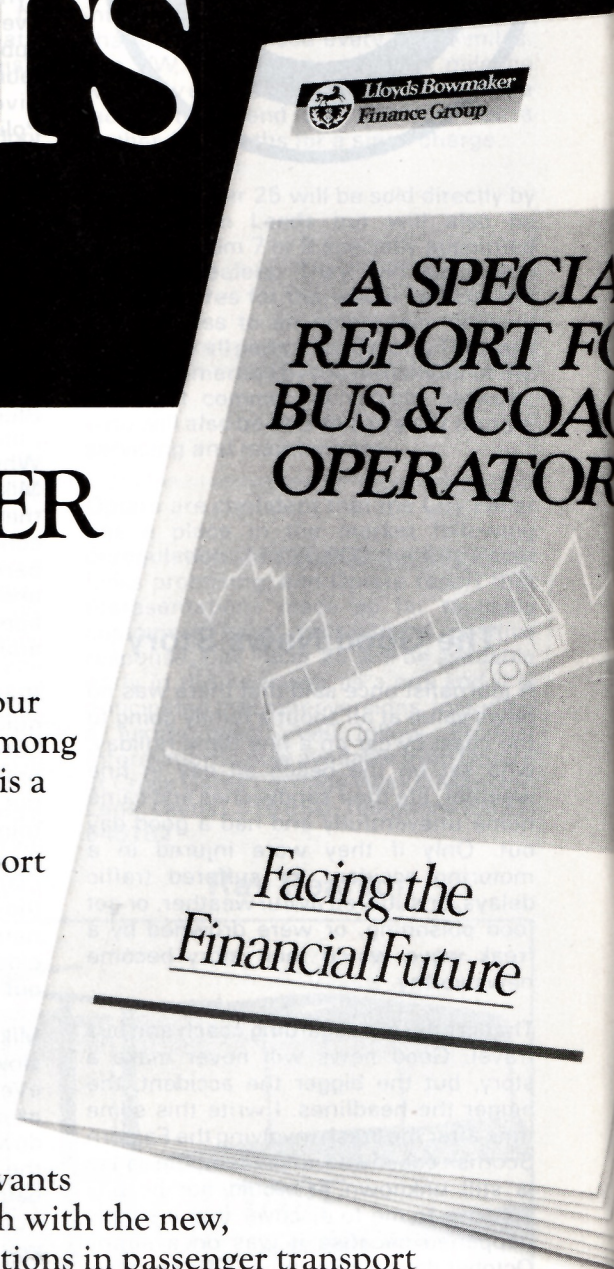
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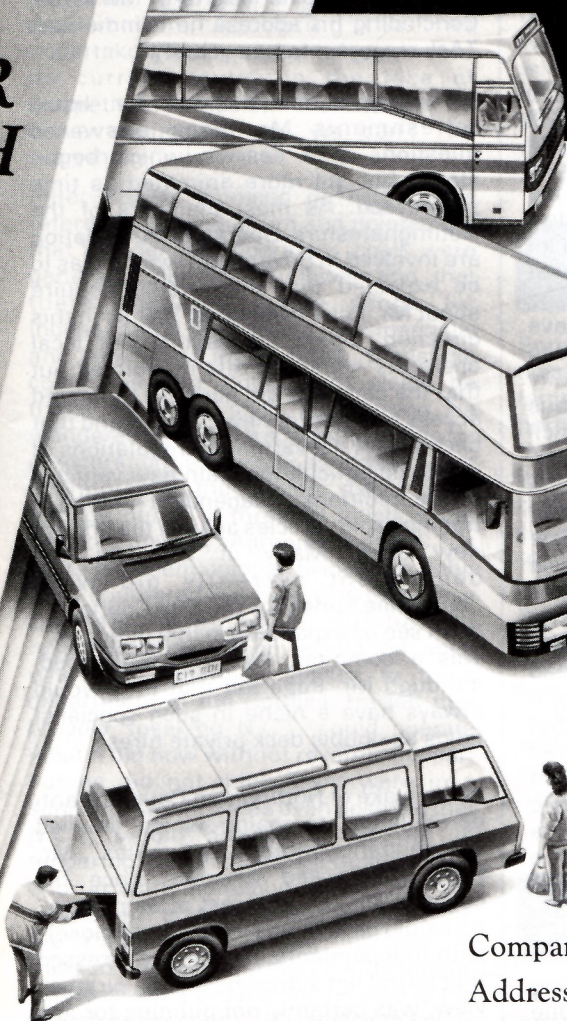
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JOHN POPE

Deputy General Manager of Nottingham City Transport ADDRESSES NOTTINGHAMSHIRE OPERATORS

Addressing operators at a meeting of the Nottinghamshire Operators Association, John Pope, Deputy General Manager of Nottingham City Transport declared, "I'll tell you as much as I dare." Stressing that the views he expressed were his own and not necessarily those of his employer he proceeded to deliver a most enlightening speech on the subject of "Deregulation from the Municipal Point of View". Mr. Pope will, following deregulation, have worked in all sectors of the industry having started with the National Bus Company at Maidstone and Oxford, moved to West Midland PTE and then to Nottingham City Transport who will of course become an "independent" company under the act.

To set the scene he gave a few details about the municipal sector. Around 40 of the total of 333 district councils run buses, Nottingham with 350 vehicles having one of the largest fleets. The transport undertaking is a department of the City Council and its policy and direction are controlled by the City Council according to the beliefs of the party in power. "The Transportation Committee are a bit like a board of directors," he said. "Trams, trolleybuses and motorbuses have been run during the undertaking's history and there are currently 1,200 staff serving a catchment area of half a million people. An annual turnover of £18 million is achieved, mostly from fares and payments from the local authorities for the carrying of old age pensioners and other such schemes."

Mr. Pope pointed out that in fact the Transport Department was already facing a wide range of restrictions imposed by the controlling group on the Council. They have laid down that the department should; try to break even, only allow adult fare rates to grow at a rate below that of inflation, freeze childrens' fares and avoid route reductions. The question has always been, he said, "are we a commercial or are we a public service". He welcomed the 1984 White Paper because for the first time the Government was giving a clear indication of what it wanted, that buses should be run on commercial criteria. Nottingham Council were opposed to this view and organised a very

effective campaign to bring the impending legislation to public attention. Whilst Mr. Pope professed that he had not been in favour of the campaign he did have doubts about both the Hereford experience and the deregulation of express services as sources of pre-deregulation argument. In his opinion the Government's aims were to attack Metropolitan counties such as South Yorkshire, to reduce the amount of revenue support required and to end cross subsidy.

For Mr. Pope the 1985 Transport Bill was a rewrite of the White Paper. Two weeks before his speech the Bill became The Transport Act, as a result of which road service licensing will be abolished and N.C.T. will have until February to decide a network and register it. He said that a lot of information had already been collated and a list made of money making services. The County Council would have to decide how many routes it wanted to put out to tender. Nottingham City Council have decided to retain the bus fleet and instead of being a council department it would become a company. He outlined the changes required of the undertaking and pointed out that a major problem was deciding how to calculate depots that were originally built to house horse buses. Some preparatory changes had already been introduced in October including a simplified fare structure with three adult fares, 20p/30p/35p instead of six levels ranging from 10p to 45p. It obviously concerned Mr. Pope that childrens' fares, which have not altered since 1982 when some of them went down, cannot be altered upwards. He described what they brought in as "a pathetic amount of revenue", and said he had yet to see a commercial justification for childrens' fares and promised that the new company would be looking at this.

On the Sunday following the meeting major changes to the network were due to be implemented which would make it more viable although many routes would still be there for social reasons and would be likely to disappear. As he said, "The 6.33 from Clifton on Sunday morning must have a question mark over it."

Mr. Pope then proceeded to outline what the Act meant in practical terms.

Following the implementation of the Act the department's commitment to 365 days a year, 20 hours a day operation would cease and there would be one aim; profit. Not having to deploy resources on Sundays and evenings when it is expensive to do so would enable the new company to improve quality dramatically. He predicted that, "We will be difficult to compete with; we will be looking at three minute frequencies on arterial routes."

People looking at it in three years time would be able to make of it whatever they wished as quality of service on well patronised routes would definitely improve but less popular routes would disappear. "The reason for public transport would not change," he said. "People will not travel unless they need to. There was no easy way to operate buses in a city because people want a personal taxi service and want to pay 10 pence for it. Gone will be our social conscience, we will be as competitive as we can be," he warned, "We will sell on aggressive marketing." In the long term he felt that there would be increased frequencies on popular routes but rapid deterioration on others and whilst there would be a lot of wasteful competition there would be no long term low fares. Concluding his address he commented, "Ask me again in two years!"

Following a short break for liquid refreshments Mr. Pope answered questions in a session which began slowly but got more animated as time progressed. As most members of the Nottinghamshire Operators Association are involved in private hire work it was to be expected that they would enquire about Mr. Pope's employer's aims in this direction. Doing his best to put local operators' minds at rest he pointed out that the company did not have unlimited access to funds for new coaches and that because of Government regulations it would be difficult to obtain new vehicles by the traditional independent method of trading in old vehicles against the price of new ones. Many of the jobs the department currently did were "buckshee" ones for the City Council. "I don't see us expanding in that direction," was a comment that was welcomed, although Mr. Pope felt that they would always have a niche in such specialist fields as double deck private hires.

In the wake of Nottingham Council's anti deregulation campaign which labelled independent operators as "pirates", Mr. Pope was asked whether, once his concern joined, "the rest of us pirates" he would be looking to work more closely with independents. In reply he stressed that he did not subscribe to the "pirates" view, was certainly not gunning for any independent operators and that the political campaign mounted by the Council had been a source of embarrassment to him. Asked whether he would be prepared to sell local independents his redundant double deckers he replied that he was very selective about who they were sold to, especially at the moment. He was,

however, not worried about those operators currently running buses he was far more concerned about haulage contractors with cash flow problems who might see it as a chance to make some quick money.

On the subject of smaller buses Mr. Pope felt that "... the current fashion for minis and midis will be short lived". Were his undertaking to start running small buses at night they would still need big buses for the peaks. The limited number of small vehicles acquired recently had been purchased cheaply to run a service that would probably disappear under deregulation. Asked if he expected Union problems he said "Yes" but that he was fortunate in that the company had level headed staff and good union officials.

Asked whether he would be having a go at N.B.C. he indicated that his company were unlikely to get involved in express services. It would, he thought, be interesting to see how Trent reacted. "When they work out their viable network they may have to come into the city", he said, "and if they do we will attack them." He also thought it would be interesting to see what Stevensons did in the area, as they might upset the equilibrium. Accepting that his undertaking had to expect to lose some of its current routes in the face of competition he said, "We have to be brave enough to say we can't run everything."

Peter Rogers pounced on Mr. Pope's reference to equilibrium and pointed out that independent operators' costs were generally significantly lower and that there appeared to be scope for independents to operate commercially and reliably at lower fares. Whilst he could see that Nottingham would be trying to resist such competition he wondered how much scope there was for co-operation, especially as independent operators in the region didn't have enough buses to threaten much of the network anyway. Agreeing that N.C.T.'s costs did seem comparatively high John Pope countered this by saying that these figures reflected a number of responsibilities which would be shed when the operation ceased to be a department of the Council. He felt that broadly speaking N.C.T. could operate what it did now without revenue support but he did not think Trent were in a similar position. It was even possible that N.C.T. would decide to opt out of tendering. He felt that the industry would end up with "collusion rather than co-ordination" and hoped that we were "on the threshold of a big increase in transport usage". Perhaps a little tongue in cheek, and perhaps not, he said to the operators present: - "My advice to you is to go to Mansfield rather than Nottingham."

The final questioner asked whether Mr. Pope had any plans to make his staff smile. "Yes", was the reply, he would be looking at this before October next year. Running to make a profit might be easy be comparison.

REPORT

**Ribble Motor Services Ltd,
Ormskirk Road,
Aintree, Liverpool.**



Location and Premises

A small enquiry office on the corner of the Ribble depot. No display windows but well signed for customer enquiries and with parking space reserved for visitors' cars. The depot is sited on the main A59 dual carriageway out of Liverpool in an industrial area near Aintree Racecourse.

Rating — 4

Presentation

Entering the office I found myself in a small customer area separated from a larger office by a high counter and glass partition, rather like a booking office. Everything was neat and tidy, leaflets advertising bus services laid out colourfully on the counter. The wood was polished, glass clean and there appeared to be little out of place in the office beyond. A lady at the far end of the office was talking on the telephone; she smiled at me as I entered and signalled that she would attend to me as soon as she was free. I waited, perusing the displayed leaflets whilst I did so. Immediately she had put the phone down she approached me smiling and asked how she could help.

Rating — 8

Enquiry

"Can you give me details of your coach services between Liverpool and London?"

Response

"Did you wish to travel before or after the 27th?" she asked, explaining that the service had proved so popular that the

timetable was being revised with extra departures after that date. I said after the 27th and was informed that new timetables were not yet available and she would write down departure times for me. She did this clearly and comprehensively including return times, journey times and arrival times. She then explained the fares structure and how to gain cost advantages if travelling on off-peak departures midweek. She assured me that they were Rapide services and outlined the facilities on board. When I was satisfied that there was no further information she could give me she bade me a cheery farewell, asking me to telephone if I had any queries at all. I found her attitude friendly, pleasing and confidence inspiring.

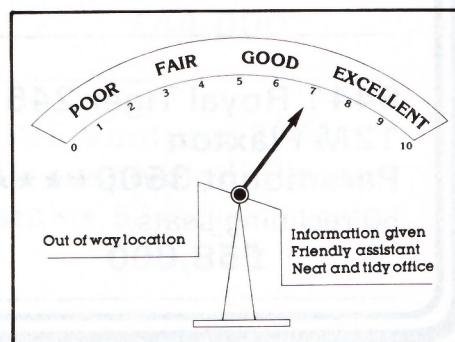
Rating — 8

(Had she offered to send me the new timetable when published this rating would have been higher still)

Summary

A very pleasant experience, with clean tidy surroundings and a very efficient and helpful assistant. Whilst it is appreciated that this office location is a bit off the beaten track and part of an NBC depot, the service offered is excellent. The lady assistant's talents are to some extent wasted in such a backwater; she could be a first class ambassador for Ribble and NBC in a busy National Travelworld Agency.

Overall Rating — 7



ARLINGTON

Mollinsion Avenue, Enfield, London.

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6413 Royal Tiger 245
12M
Plaxton Paramount
3500★★★★ S/toilet etc
48 reclining seats.
£62,000

6433 Royal Tiger 245
12M Telma Retarder
Plaxton Paramount
3500★★★★ S/toilet
£62,000

6435 Royal Tiger 245
12M Paramount
3500★★★★
49 reclining seats.
£62,000

0064 Royal Tiger 245
12M ZF Van Hool
Alizee SH
53 reclining seats etc.
£58,000

6441 Royal Tiger 245
12M Plaxton
Paramount 3500★★★★
50 reclining seats.
£58,000

6402 Royal Tiger 245
12M ZF Van Hool
Alizee SH
48 reclining seats.
£62,000

0065 Royal Tiger 245
12M ZF Van Hool
Alizee SH
53 reclining seater.
£58,000

6395 Royal Tiger 245
12M ZF Plaxton
Paramount 3500★★★★
49 reclining seater.
£62,000

6394 Royal Tiger 245
12M Plaxton
Paramount 3500★★★★
49 reclining seats.
£62,000

0059 Royal Tiger 245
ZF Van Hool Alizee SH
S/toilet etc
49 reclining seats.
£62,000

6196 Royal Tiger 245
12M ZF Plus Telma
Retarder Plaxton
Paramount 3500★★★★
S/toilet etc
48 reclining seats.
£62,000

0060 Royal Tiger 245
12M ZF Van Hool
Alizee SH S/toilet
49 reclining seats.
£62,000

0061 Royal Tiger 245
12M ZF Van Hool
Alizee SH
53 reclining seats etc.
£62,000

0063 Royal Tiger 245
12M ZF Van Hool
Alizee SH
53 reclining seats etc
£58,000

LEYLAND

6473 Tiger 245 12M
Duple Laser II
57 seater.
£53,000

6419 Tiger 245 12M
Plaxton Paramount
3500 Basic
57 seater.
£55,000

6463 Tiger 245 12M
Duple Caribbean II
Luxury
55 seater.
£54,000

Tel: 01 804 2474

**6418 Tiger 245 12M
Plaxton Paramount
3500★★★★**

53 reclining seats.
£59,000

**6208 Tiger 245 12M
Plaxton Paramount
3200★★★★**

53 reclining seater.
£53,000

**6353 Tiger 245 12M
Van Hool Alizee H**

53 reclining seater.
£59,000

**6493 Tiger 245 12M
rear tanks 12 speed
splitter gearbox Van
Hool
Alizee H**

50 reclining Surline seats +
toilet.
£63,000

**6306 Tiger 245 12M
Van Hool Alizee H (2)**

53 reclining seats.
£59,000

**0036 Leyland Tiger
245 12M ZF Van Hool
Alizee H**

53 reclining seats.
£59,000

**6462 Leyland Tiger
245 12M ZF Caribbean
II Executive**

49 (R) seats toilet etc.
£63,000

**6474 Leyland Tiger
245 12M s/auto
Caribbean II S/Luxury**

51 reclining seats etc.
£56,000

**6357 Leyland Tiger
245 12M s/auto Van
Hool Alizee H**

50 Surline (R) seats + toilet.
£61,000

**0048 Leyland Tiger
245 12M s/auto
Caribbean II**

53 (R) seats + many extras.
£56,000

**6429 Tiger 245 12M
ZF Paramount 3500★★**

53 (R) seats.
£59,000

BEDFORD

**6490 YNT 11M Duple
Laser II Luxury (2)**

53 seater.
£42,000

**6591 Venturer 12M
Laser II Luxury**

57 seater.
£44,000

**0004 Venturer 12M
Duple Laser II Luxury**

53 reclining seats (3).
£46,750

**0007 Venturer 12M
Plaxton Paramount★★**

55 reclining seats.
£48,000

**0012 Venturer 12M
Van Hool Alizee H**

53 reclining seats.
£50,000

**0010 Venturer 12M
Van Hool Alizee H (2)**

53 (R) seats many extras incl
coach wash.
£50,000

**6579 Venturer 12M
Duple Laser II Luxury**

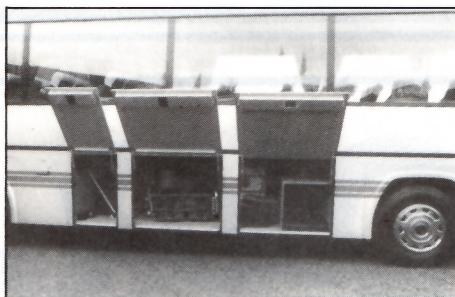
57 seater.
£44,000

**6583 Venturer 12M
(Air suspended) Plaxton
para★★ 53 reclining seats.
£49,950**

BERKHOF BODIED M.A.N. LAUNCHED

One of the few truly new coaches to be seen in Scotland over the show period was the first M.A.N. 12 metre non integral coach to be built for the British market. The M.A.N. 16.280 HOCL incorporates M.A.N.'s D2566 MTHO 11.4 litre 6 cylinder diesel engine, mounted vertically at the rear. The engine develops 280 bhp at 2,200 rpm and is linked to a ZF S6-90 gearbox. Two right hand drive examples have been provided to bodybuilders for the British market, and the first of these, fitted with a Berkhof Esprite 3.5 metre high body, was delivered to M.A.N. dealer Tony Andrews just before the Scottish Motor Show. The vehicle will be used for demonstration purposes but is available for sale almost immediately. The second 16.280 is currently being bodied by Caetano and is likely to appear in the UK early in the new year.

1986 will not be an easy year for the coach manufacturing industry, and it will be particularly difficult for those launching new products. Yet the M.A.N. has much in its favour; the Berkhof bodied coach is very quiet, and those who have driven it claim that it performs particularly well, with fleet consumption



ABOVE: Underfloor luggage capacity is 7.25 cubic metres.

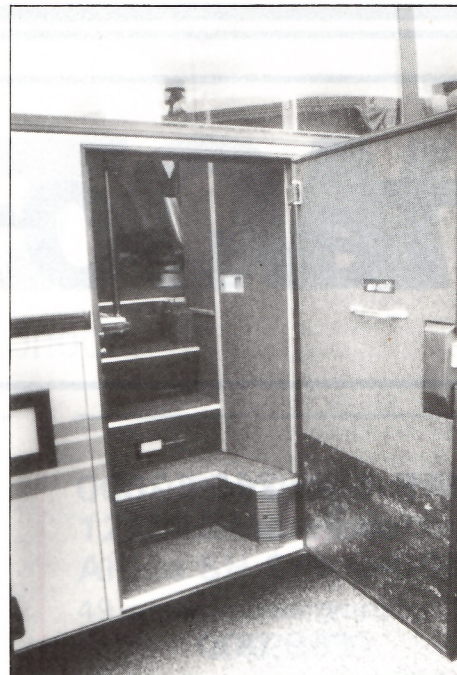
BELOW: Vogel seats and attractive interior trim combined to give passengers a comfortable travelling environment.

RIGHT: A three-quarter height continental door is fitted.

BELOW RIGHT: This driver's safe is mounted above the front entrance.



estimated at around 10 mpg. Berkhof have rebuilt the centre chassis section in order to maximise luggage space, the design giving 7.25 cubic metre after allowing for a driver's bunk, centre sunken toilet and Continental door. The Berkhof bodywork also incorporates full double glazing, tinted saloon windows, 49 Vogel reclining seats (increasing to 53 when the demountable-top toilet is not in use), gangway carpeting, full draw curtains and a microprocessor-controlled Webasto engine pre-heater unit. The retail price of the coach, to this specification, is £89,000.



The Berkhof bodywork looked to be particularly well finished, with the quality of the metallic silver and red paintwork very good. Berkhof only received the chassis in September, so completed the vehicle in about eight weeks. The finished vehicle went through all the necessary Certificate of Fitness examinations in just two weeks, passing the tilt test at the first attempt without the need for even minor adjustments.

The combination will be available to operators throughout the UK from Tony Andrews (PSV) Sales Ltd, from whom further details may be obtained on (0292) 591213.

Houston Ramm

TOP LEFT: The courier seat is mounted above the saloon floor rather than the stairwell.

TOP RIGHT: The dashboard layout on the Berkhofbodied MAN was very good.

LEFT: The Berkhof Esprite is a simple but very neat design.

BELOW: Beaufort (Trucks) displayed a comprehensive selection of M.A.N.-V.W. based psv's.



ANARCHY AND BST

I have been observing with a certain amusement the stirring of the cauldron that was precipitated by the threat of deregulation. Some very peculiar bits have surfaced from the murky depths, others are bobbing up and down like flotsam on a spring tide, and a few lead weights have sunk without trace. There is still the possibility that most of the contents will spill on the floor anyway and the lead weights may yet resurface. The chief witch, having provided the giant wooden spoon, has long since ceased to take much interest and now has a new toy to play with. Actually it is a new name for a rather old toy. Fixed Link indeed! Humbug! Most of the current whirlpool-like activity is self induced. It is almost as if Doctor Hibb's Patent Elixir has produced a chemical reaction within the morass calling itself the bus industry which has set off a chain reaction of frenzied activity the like of which has not been seen since last Preston Guild. Beware of mixed additives!

It is very easy to fall into the trap of getting involved too deeply in all this turmoil, and in this uncertain age it is very tempting to plunge head first into the first bit of excitement we have had for years in the mistaken belief that it will actually achieve something. When it all calms down and the slops have been wiped from the floor nothing will have changed very much. It never does. But don't let me stop you, it really is quite entertaining. Those of us who are keeping our heads down have noticed, as we suspected, that the whole deregulation debate was intended to distract us from the really important things which are quietly happening in the background and which will have far-reaching effects. At the risk of being serious, it should never be forgotten that the purpose of the Establishment is to maintain the status quo, and that is to ensure that the majority are controlled and exploited by the minority. That has always been so, always will be, and politics are merely the particular brand of whitewash by which each nation chooses to perpetuate that basic truth.

However, let us not get too side-tracked by the Privateer brand of anarchy. I will admit to occasional touches of schizophrenia anyway, and there is a part of me which is quite eager to play the currently fashionable game of creative management. It is the realist (some would say pessimist) in me which tells

me that most of the activity currently taking place will merely exhaust the participants, be they individuals chasing jobs or operators chasing markets, leaving the poker players amongst us to pick up the pieces (they will not be winnings) and carry on with the job in hand. In the meantime I note that certain NBC subsidiaries continue to treat their staff with a cavalier attitude. As a certain gentleman of my acquaintance, made redundant at the age of 61, remarked yesterday, "It isn't so much what they are doing, it's the way they're going about it". I also note the movement of an NBC General Manager from the North-West to a not-quite-so-North-West independent and the rapid deployment of various well-known faces from one part of the country to another.

It is probably a mistake to try to analyse the thinking behind the current NBC preoccupation with minibuses. Except in the field of minibuses for private hire work, which at least one NBC subsidiary has developed entirely by accident, there probably is not any logical thinking behind it anyway, and certainly not with some of the vehicles being used. In reality all this coming and going is either irrefutable evidence that the entire public sector of this industry is off its collective trolley, or else it is a carefully planned smoke-screen designed not only to disguise what is really going on but to also lead the independent sector into rushing up blind alleys and over cliff edges. Which it is I leave to *you* to decide.

* * * *

I see that the now semi-senile trendies who want us to be physically connected to France (what on earth for I cannot imagine; there's nothing quite like a good, deep moat to keep all those foreigners in their place) have resurrected the hoary old chestnut of British Standard Time, by which they intend that we adopt a system which ensures that our clocks are all one hour fast for twelve months of the year instead of the present six. If the Good Lord had intended us to fly He would never (as Flanders and Swann so rightly pointed out) have given us the Railways, and He would never have given us the Railways if He had not intended us to invent Greenwich Mean Time. Just because other less enlightened parts of this world choose to play silly games with the system does not mean that we should

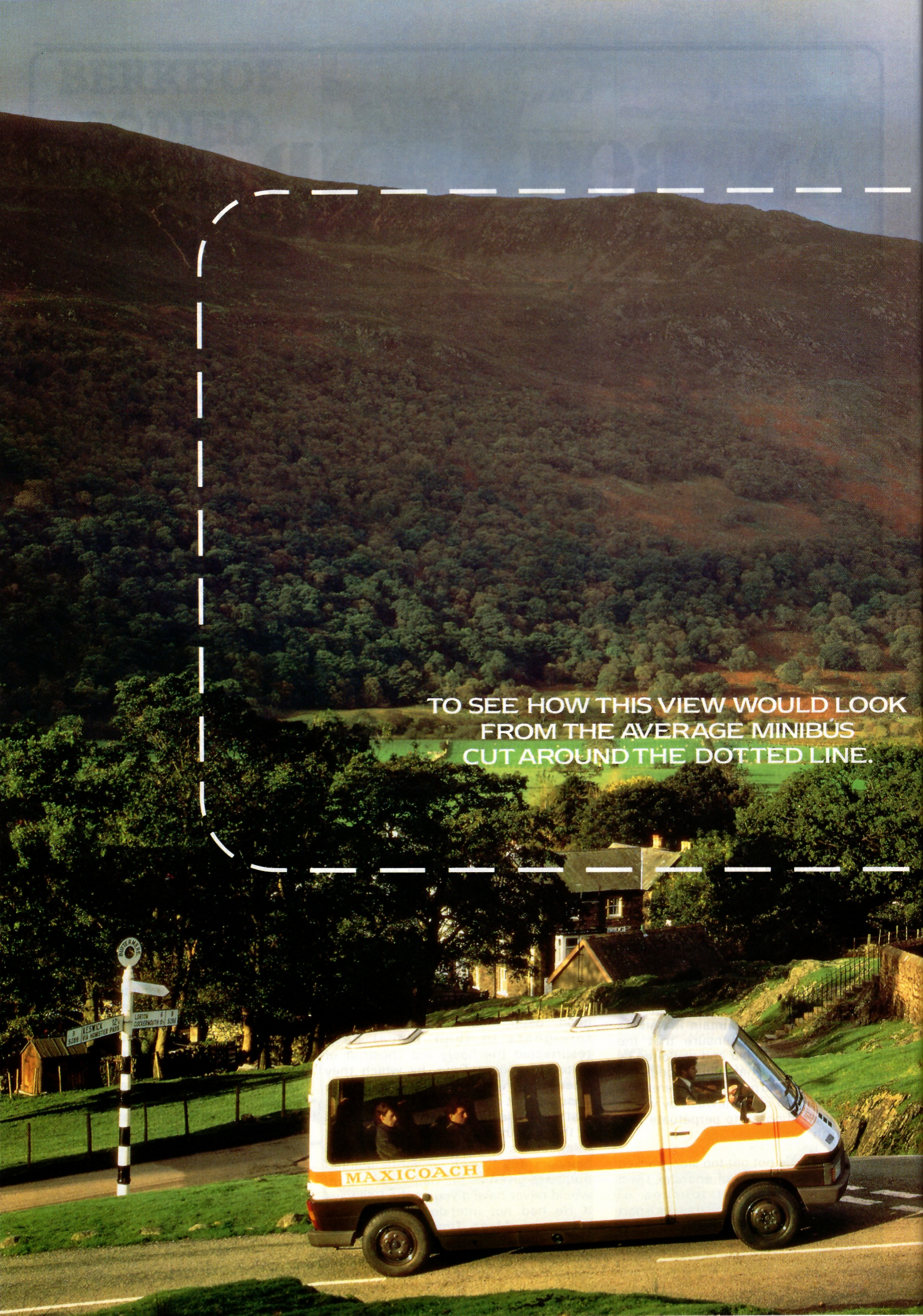
follow suit. I resent the idea of rushing through life an hour ahead of where I ought to be, and I have no intention of meeting my Maker one second, let alone one hour, in front of my allotted time.

For anyone who is up and about at a respectable hour in the morning, and that must mean most of us if we operate bus services, it was a welcome relief to get back to GMT and avoid falling round the yard in the dark for a few more weeks. I clearly remember the last experiment with BST through the Winter of 1970/71. It was appalling. Still dark at 9 o'clock in the morning, a good three hours into the working day. It certainly was not safer for children going to school, even if the manufacturers of "Day-glo" arm-bands made a small fortune. I fail totally to see any advantage in such an idea, but I see many advantages in sticking to GMT throughout the year.

It is really high time that those who purport to govern us were moved out of London into a more northerly location where the real people live and then they might not be ready to support so many of the silliar ideas like BST. They forget that being in the South the sun rises earlier, even if the inhabitants do not, and that it is, on average, warmer when it has risen. This basic fact is of considerable importance to anyone who has struggled with frozen windscreens, frozen air-pipes and frozen diesel on dark winter mornings. It is bad enough now; the thought of having another hour of darkness and lack of any warmth from the sun every day fills me with horror.

So let us start the campaign now, in time for next Spring. It is a two-stage campaign: the first being to revert to the pre-war system of Greenwich Mean Time throughout the year, the second being a little longer term (but not too long) to move the seat of government from Westminster to some geographically central position. A glance at the map will reveal an ideal centre (assuming that the Scots would be looking after themselves). It has an excellent bus system which would save our impoverished MPs the expense of owning a car and is run by a council who would, I am sure, be delighted to welcome them to its bosom. And there is plenty of suitable building land for re-housing the Whitehall Mandarins down Attercliffe Road...

Privateer



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FROM THE AVERAGE MINIBUS
CUT AROUND THE DOTTED LINE.



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12
LIDTON

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COCKENWORTH BY SEW



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VAN**

You're looking at the new Renault Master Maxicoach.

We think it's the smartest coach on the road.

In fact, we think that if you parked any of the competition beside a Maxicoach, the other bus would look like a shoebox on wheels.

Hardly an unbiased view, you might say.

Fair point.

There are, however, a number of unarguable advantages to the design of the Maxicoach.

**TO SEE HOW IT WOULD
LOOK FROM A RENAULT MAXICOACH,
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It has bigger windows, for more visibility.

It's taller – a full 6'1" headroom. Wider – for more space and a more comfortable ride.

It's also an easy drive, with 5-speed gearbox, front wheel drive and the stability of an ultra-low centre of gravity – floor height is only 20."

Whether you're driving or just sitting back enjoying the view, there's one thing you're sure to notice about Renault's Trafic and Master range. They're so luxurious they make the competition feel like a shoebox on wheels.

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Please send me full details of the Renault Master Maxicoach and Renault Trafic Minibus range.

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STAFF and APPOINTMENTS NEWS

New Financial Controller for Bristol Engineering

Stephen James has been appointed financial controller for Bristol Engineering succeeding Mr. Mark Rhys-Davies, who, as previously announced recently became secretary of Cheltenham & Gloucester. Stephen, 28, joins the company from HAT Glass Services of Bristol, and has previous management accountancy experience with other manufacturing companies.

His appointment to Bristol Engineering also reflects the start of a transfer to direct control of the company's secretarial and accounting functions, hitherto carried out by Bristol Management Services.

New STB Chief Executive

Mr. Geoffrey Hare has been appointed Chief Executive to the Scottish Tourist Board. Mr. Hare, who is currently director of the North West Tourist Board, will take up his duties in the new year.

Communications and Public Affairs at Leyland Vehicles

On 31st October, 1985, Martin Hayes, Communications and Public Affairs Director at Leyland Vehicles Limited, the BL truck and bus subsidiary, left the company to take up a new appointment at Midland Bank International.

An announcement about his successor

will be made in due course, until then Communications and Public Affairs responsibilities at Leyland Vehicles will be, Product Affairs — Robin Dickeson (home number 09952 2129); Business Affairs — Trevor Longcroft (home number 0254 49095); Communications (including external issues) — David Rowlands (home number 02572 74030).

All the above are based at Lancaster House, Leyland (0772 421400) and will for the time being report to David Andrews, Chairman and Chief Executive of Land Rover-Leyland Limited.

Same Team to Lead Tourist Board

The South East Tourist Board's Executive Committee at its meeting in October re-elected Chairman, County Councillor Robert Neame and Vice-Chairman, Mr. Michael Sedgley to serve for another one year term.

County Councillor Robert Neame became Chairman of the South East England Tourist Board in November 1979, having served as Vice-Chairman for the previous two years. Michael Sedgley became Vice-Chairman of the Board in November 1979, having served on its Executive Committee since 1977.

The Board's Chairman and Vice-Chairman are re-elected annually by the Executive Committee from amongst its members who have served on the Committee for at least twelve months.

TECHNICAL and EQUIPMENT NEWS

Redbridge Offer DAF Re- Powers

Redbridge Engineering are currently offering to fit DAF engines into Leyland Leopard and AEC Reliance coaches. The engine used for the replacement exercise is the DAF DKL 1160 naturally aspirated unit, rated at 205 bhp at 2,000 rpm. The company will either fit the new engines or supply them for self fit. They can provide new or reconditioned units, both covered by a 12 month warranty.

Redbridge also offer a wide range of engines, gearboxes, drives and differentials. Included are TL 11 H, 260 bhp engines for Tiger coaches. Enquiries and information from Redbridge Truck

and Bus, Redbridge House, Holmfield Lane, Thornes, Wakefield, West Yorkshire. Telephone (0924) 369946, telex 556406

Burntwood Booths at Arlington Motors

Burntwood spray booths at the Enfield Middlesex premises of Arlington Motors have been in constant use since their installation in August 1984. The 60 ft long booth allows the production of very high quality work.

As the Leyland Bus and Coach Service Centre for South East England, Arlington deals with both new and used vehicles. Luxury coaches and single-deck buses



arrive new in a plain white finish to be sprayed in the livery of the customer. The photograph shows the first British Airways National coach to appear in their new livery. "It came out absolutely perfect", reports Service Manager Bill Healey.

As agents for coach builders Duple and Plaxtons, amongst others, and for Leyland and Bedford, Arlington are called upon to carry out a large amount of refinishing and spraying. Vehicles coming off lease, used coaches being prepared for resale and companies needing their buses resprayed keep the Burntwood equipment in constant use.



Water Purifiers

A new range of water purifying tablets, powders, filters and pumps, manufactured by Katadyn Products Inc. of Switzerland, is now available in the UK through Bradtech Limited, of Wolverhampton. Katadyn have specialised in the design, development and manufacture of drinking water disinfection products for over 50 years. Products range from Micropur tablets and powders, which will treat anything from one litre to 50,000 litres, to a range of pocket filters, hand pumps, driplifters and household filters for connecting to the mains supply. The Katadyn system is said to fully destroy any dangerous waterborne diseases such as typhoid, dysentery, amoebic and bacterial diarrhoea, bilharzia, cholera and others.

Filters have been designed for use in many situations, both working and leisure, and have been proved in all parts of the world. They are effective for holidaying overseas and for camping, caravanning and boating. Simple brushing of the dirty ceramic surface will regenerate the filter, a process which can be repeated up to 300 times without replacement. Certificates of effectiveness have been obtained from The International Red Cross, Geneva; the Swiss Tropical Institute; the Ross Institute of Tropical Medicine, London and Government health organisations in many countries around the world.

For further information contact: William Bradburn, Bradtech, 41 Birmingham Road, Wolverhampton WV2 3LP. Telephone (0902) 58056.

Bedford Microvan

Making their debut at the Scottish Motor Show were the Bedford Rascal Microvan and pick-up. Built at Luton they are Japanese Suzuki designs. The ultra lightweight vehicles will be marketed by Bedford dealers, with Suzuki badged variants named "Super Carry" available through the Suzuki dealer network. It

makes history as the first dual branded vehicle to be built in the UK and distributed through to entirely separate dealer franchises.

The Rascal van is 12' 10" long, the pick-up two inches shorter. Both are 4' 7" wide and have wheelbases marginally over 6'. Power comes from a 970 cc 4 cylinder overhead cam engine developing 44 bhp, driving through a 4 speed gearbox. Brakes are servo assisted and options include 5 speed overdrive gearbox and rear wash/wipe for the van. Production, starting at 10,000 units per year, commences in February 1986.

Coach Speed Limiter Legislation Welcomed

The announcement by Mrs. Lynda Chalker, Minister of State for Transport, that the Government wants all UK registered high-speed coaches that use motorways fitted with speed governors limiting them to 70 mph, was welcomed by speed control manufacturers, Econocruise of Rugby, part of the AE Group, whose systems are already widely used by coach fleet operators.

Pledging his company's co-operation in

discussions to be initiated by the Department of Transport with vehicle and equipment manufacturers, Managing Director, Geoff Bayley, said, "As we have said all along this is really the only viable option to overcome the problem and allay public concern in the matter."

Econocruise has supplied car cruise control systems to British auto manufacturers since 1976 and introduced speed control systems for coaches and commercial vehicles in 1982. Its systems are fitted in many National Bus Company vehicles and coaches belonging to major independent operators. For Further information contact, Econocruise, AE plc, Cawston House, Rugby, Warwickshire CV22 7SB. Telephone (0788) 816677.

Britannia Vehicle Washing Systems New Brochure

A new colour brochure featuring Britannia automatic vehicle washing machines and forecourt valeting equipment is now available to fleet operators and garage owners.

Within the brochure, Smith Bros & Webb Ltd. the manufacturers have illustrated their range of washing machines in action both here and abroad, and have included reference to installation and other relevant services provided by the company.

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GUIDE
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£19,850
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29 seats



Bedford
1980
£14,750
29 seats



Bedford
1981
£15,500
50 seats



Bedford
1982
£33,500
53 seats



Bedford
1982
£29,850
53 seats



Bedford
1981
£24,500
53 seats



Bedford
1981
£24,500
53 seats



Bedford
1980
£18,500
53 seats



Quest
1984
£35,000
53 seats



Ford
1984
£32,850
35 seats



Ford
1983
£29,850
53 seats



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1983
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49 seats



Ford
1982
£23,850
53 seats



Ford
1981
£19,850
53 seats

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£19,850



Ford
1980 53 seats
£15,850



Ford
1978 49 seats
£8,850



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1979 53 seats
£18,500



A.E.C.
1979 53 seats
£18,500



A.E.C.
1979 53 seats
£18,500



Leyland
1984 49 seats
£52,500



Leyland
1982 55 seats
£39,850



Leyland
1982 57 seats
£39,500



Leyland
1982 53 seats
£34,500



Leyland
1982 53 seats
£39,850



Leyland
1980 57 seats
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DAF
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Volvo
1979 51 seats
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TOURISM and TOUR OPERATION NEWS

Editorial Consultant: Chris Martins (09016) 230

Opinion

For two reasons, Britain's Spas deserve more attention as potential destinations for group travel. On the one hand their usually intact period architecture matches perfectly the current national mood of nostalgia, and which includes *anything* from the 18th and 19th centuries! And secondly, either in the 'Spa' buildings themselves, or certainly in nearby hotels, there are bound to be sporting and beauty facilities which tie in neatly with the current enthusiasm for holidays with an emphasis on health and fitness holidays.

At the same time, impressive redevelopments are taking place which place many of these spas in the top echelon when it comes to innovative marketing in tourism in this country.

Some examples: £3.5m has been spent restoring the Brine baths at Droitwich; the warm waters at *Bath* have now been rendered pure, and a £2m restoration of two historic baths is planned; in *Buxton*, *Matlock* and *Cheltenham*, various major hotels now offer health and fitness facilities; the Turkish Baths at *Harrogate* have been restored to their original condition; at *Leamington* there are plans for rebuilding the Royal Pump Rooms; at *Llandrindod Wells*, an annual Spa Festival involves hundreds of people in costume; the Pump Room has re-opened at *Strathpeffer* and is used in Victorian festivals; a £5.5m restyling of the Pantiles in *Tunbridge Wells* is nearing completion...etc. etc...

With this exciting blend of old and new, traditional and up to date, these Spas are clearly back in business, and are now a valuable extra product for the coach operator to package and sell.

And because they are 'year round' destinations, surely these towns can provide a 'cure' for the tourism industry in more ways than one...

Universities Workshop — What's New

A greater emphasis on group business was pledged by members of the British Universities Accommodation Consortium (BUAC) at their Annual Workshop, held on 14th November at Warwick University.

For the first time a detailed list of coaching tariffs has been prepared for the majority of campuses, and on which half board accommodation is offered in a range from £11.50 upwards. At the same time a new 'availability chart' for 1986 lists all those dates (at more than 30 locations) where bed spaces for 40 or more people can be booked — particularly in the periods March/April and July to September.

For a copy of the coaching price list, availability chart and 1986 Group Facilities brochure for *all* members of BUAC, please write to Carole Formon, British Universities Accommodation

Consortium, University of Nottingham, Nottingham NG7 2RD.

'86/87 Travel Trade Manual from JAC

The '86/87 Coach Operators' Manual from JAC Travel has been published and features several new destinations including Berlin, Copenhagen, Salzburg and Vienna, as well as traditional centres. Also available is a Winter breaks brochure to Holland, including ferry and luxury hotel, and priced from £22.95.

More information: JAC Travel, 15 Albert Mews, London W8. Telephone 01-581 5055. Ask for Allison or Michele.

'Defence of the Realm'

A new manual for the Travel Trade has just been published — entitled 'Defence of the Realm' — by a consortium of defence heritage attractions in Hampshire and the Isle of Wight.

The object of the 'Defence of the Realm' project is to provide visitors with an insight into the central role displayed by this area in the defence of the country over the past 2,000 years.

Put together by Project Co-ordinator Malcolm George, in conjunction with the Southern Tourist Board's Marketing Department, the manual gives details of historic ships, submarines, aircraft, castles, forts, museums, harbour trips and cruises around the Solent area.

Visits can be of general or special interest, and group information is given to those coach and tour operators arranging excursions or longer tours. Attractions covered by the brochure are sited in or near Portsmouth, the Isle of Wight, Gosport, Bucklers Hard, Middle Wallop, Southampton and Aldershot.

Further information from Malcolm George, Hampshire and Isle of Wight Defence Project, Ferry Gardens, South Street, Gosport, Hants PO12 1EB. Telephone (0705) 504332.

(b) Familiarisation tours for the Travel Trade

South Hampshire and South Dorset are area selected by the Southern Tourist Board for two-day familiarisation tours for the Travel Trade.

If they prove successful it is planned to extend the series to other parts of the region.

The aim of these tours is to show coach and tour operators that much is happening within the tourist industry in Southern England — Hampshire, Dorset, South Wiltshire and the Isle of Wight — new attractions, investment in accommodation and facilities, new marketing initiatives, and so on. For further information please contact Gaynor Thomas, Marketing Officer, Southern Tourist Board, Town Hall Centre, Leigh Rod, Eastleigh SO5 4DE. Telephone (0703) 616027.

News from Catherine Cookson Country

A total of £100,000 is to be spent on marketing in 1986/87 as the South Tyneside Borough Council sets out to capitalise on the interests shown following the launch of their 'Catherine Cookson' initiative earlier this year.

Among current projects:

- ★ The most comprehensive accommodation list is being prepared.
- ★ A team of 'Catherine Cookson Couriers' has been appointed to assist groups.
- ★ Plans are under way to reconstruct (by next June) the 1920s kitchen of Catherine Cookson's former home, which will form part of an exhibition at South Shields Museum. Also on display will be manuscripts belonging to the author, as well as some of her personal belongings. A tape recording by Mrs. Cookson will be played, recalling many

memories from her North East childhood.
★ Group rates are now available for the major hotels in and around South Tyneside, and which may be used for 'Cookson' holidays.

★ A set of seven 'packages' has been prepared, and feature the themes of Activities; Catherine Cookson; Heritage; the 1986 Tall Ships Race/Maritime North East; and special interests.

Copies and more information: Peter Gillanders, Press and Publicity Officer, Borough of Tyneside, Town Hall, South Shields NE33. Telephone (0632) 554321.

1986 Flower Festival at Winchester Cathedral

A flower festival entitled 'The Cathedral and the Crown' will be depicted in flowers in Winchester Cathedral, to raise funds for the preservation of the Cathedral fabric. It takes place from 25th to 28th September.

In the year when the 900th anniversary of the production of the Domesday Book is also being commemorated around the country, it is an appropriate celebration in a building which was ready in course of construction when the book was compiled.

Winchester's many connections with the Crown, both before and after William the Conqueror, will be set in floral tableaux by members of the Wessex and Jersey Area of the National Association of Flower Arrangement Societies.

A visit to the Festival can be combined with a visit to the 'Domesday 900' exhibition, which will be running concurrently in Winchester's Great Hall.

More information: General Secretary, Friends of Winchester Cathedral, 2 The Close, Winchester SO23 9LS. Telephone (0962) 63933.

News from the Heart of England

Among new developments in the Heart of England region in 1986...

Warwick Castle, Britain's most visited stately home, has recovered and restocked a traditional *Victorian Rose Garden* in the castle grounds, opening July 1986...

The Royal Shakespeares Company's new **Swan Theatre** located in the restored shell of the original building, will open in April 1986...

Alton Towers, Europe's leading leisure park, will be investing £4m in more attractions, in particular the *Grand Canyon*, the longest rapid ride in the world...

★ Britain's first formula *Road Race* which will take place on a three-mile city centre circuit in Birmingham is planned next August Bank Holiday.

★ *The Museum of British Road Transport* in Coventry is undertaking a major

refurbishment programme with themed exhibits such as a period motor showroom and street scenes...

★ The defeat of Boadicea, the legend of Lady Godiva, medieval merriment, the Civil War and World War II all played a part in the history of *Coventry*, and can be retraced in the city's new *Heritage Trail*...

★ *The Wye Valley and Royal Forest of Dean* will have a *Festival of Arts* next summer with a wide range of music and drama.

More information: Richard Denman, Marketing Manager, Heart of England Tourist Board, Trinity Street, Worcester WR1 2PW. Telephone (0905) 613132.

'Destination Dover'

A new 'Destination Dover' brochure has been published by Dover District Council in conjunction with local hotels, restaurants and attractions, in a bid to secure more group business for the area.

The colourful eight page guide features full information on coaching hotels, meal breaks and ideas for group parties.

Among suggested 'Day Trips', which are described in detail, are the themes of 'Kent's Heritage', a 'Connoisseur's Tour', Canterbury and Leeds Castle and 'Off Bet Kent', featuring haunted roads and smuggling country. Other 'Destination Dover' products are the recently launched 'Destination Dover Holiday Breaks' brochure featuring inclusive priced short stay breaks to Dover (with a day trip to France), and the 1986 'Destination Dover Available Guide'.

More information: Su Powell, Tourism Officer, 5-11 King Street, Deal, Kent. Telephone (0304) 361161, extension 271.

Glasgow's Dean Park Hotel is Restyled

New owners and a million pound refurbishment programme have transformed the 120-bedroom Dean Park Hotel at Renfrew near Glasgow. Among changes have been total restyling of all bedrooms and public areas.

More information: Richard Castellow, General Manager, Dean Park Hotel, 91 Glasgow Road, Renfrew. Telephone 041-886 3771.

'86 Group Rates in the Scottish Borders

In a joint initiative between the regional tourist boards for the Scottish Borders and Dumfries and Galloway and also the handling agency 'Scottish Travel', a new programme of 'Short Break Holidays' for groups has been prepared for 1986.

Hotels in Galashiels, Peebles, Melrose, Kelso, Dumfries, Gatehouse of Fleet, Gretna, Moffat and Stranraer are among the destinations which are detailed.

Stranraer: George Hotel, 31 rooms. From £19.00. More information Michael Ambrose (0750) 20555.

Leicester 'Shire Breaks' with a Difference

A new programme of 'Shire Breaks' in Leicestershire has been published, including a section offering 'Holidays with a difference'. These include:

★ Great Central Hotel: Steam Nostalgia — £42.00

★ Royal Crest Hotel: History and Fun all in One — £62.40.

★ Leicester Post House: Battle Breaks — £59.00.

★ Grand Hotel: Taste of Leicestershire — £62.00.

More information: Paul Anderson, Department of Planning and Transportation, Leicestershire County Council County Hall, Glenfield, Leicester LE3 8RJ. Telephone (0533) 313636, extension 887.

Winter Warmers

Two of Scotland's most famous malt whisky distillers — both on the popular Malt Whisky Trail — are open to visitors during the off-peak season. They are the Glenfarclas Distillery Visitor Centre, above Ballindalloch, where the Avon meets the Spey (open Monday—Friday, 9 am—4.30 pm); and the Glenfiddich Distillery Visitor Centre, Dufftown, on the Fiddich burn (open Monday—Friday 9.30 am—4.30 pm). Both are closed on certain days during the festive season.

The two centres offer guided tours of the distillery. Glenfarclas has an exhibition telling the history of the whisky industry; Glenfiddich has a multi-lingual audio-visual show explaining the process and history of the product. Individuals need not book, but large groups are advised to telephone in advance.

More information: Glenfarclas (08072) 257; Glenfiddich (0340) 20373.

'Off-Peak' Openings in Historic Properties

A list of some 50 historic houses which remain open during the Winter are included in the latest copy of the *Operation Off-Peak* newsletter from the British Tourist Authority.

Copy from: Elizabeth Boyden, British Tourist Authority, Thames Tower, Black's Road, London W6 9EL. Telephone 01-846 9000

Garden of England Tours

Recently-formed travel and leisure company Wrotham Enterprises is to operate its 1986 domestic and incoming ground handling arrangements under the name Garden of England Tours.

The company, based at Wrotham Heath,

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1983 (Y) Volvo B10M/Van Hool Alizée, 49 seats, exterior cream and brown, interior brown striped moquette. Provision for T.V./video, toilet; M.O.T. February 1986.



1974 (M) A.E.C. Reliance/Duple refurbished, 53 re-moquetted seats. Exterior ivory, interior modern beige and brown moquette. M.O.T. September 1986.



1977 (R) Leyland Leopard/New Duple Service Bus Body. 55 bus seats upholstered in red and black moquette, plus 16 standees. Exterior cream. New C.O.F., new M.O.T.

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1979 (T) Leyland Leopard/Plaxton Viewmaster, 57 seats. Exterior ivory, interior modern striped moquette. M.O.T. February 1986.



1979 (T) Bedford YMT/Caetano Estoril, 53 seats. Interior red, exterior white and red, curtains, radio/P.A./cassette, side lockers, wheel discs. M.O.T. October 1986.



1976 (P) Leyland Leopard/Alexander, 49 seats. Interior autumn tint, exterior white. M.O.T. April 1986.

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TOURISM and TOUR OPERATION NEWS

Editorial Consultant: Chris Martins (09046) 230

Sevenoaks, Kent, specialises in Kent and South East England wholesale packages for U.K. and near-Continent coach operators and group travel organisers. They can be contacted at, the Royal Oak, Wrotham Heath, Near Sevenoaks, Kent. Telephone (0732) 882733/883374.

M25: Proposed Motorway Service Area

Lynda Chalker, Minister of State for Transport, has announced that planning clearance is being sought from Tandridge District Council for the development of a motorway service area at Clacket Lane, near Westerham. The site comprises about 40 acres and lies on either side of the M25 approximately midway between interchanges at Goodstone (Junction 6) and Sevenoaks (Junction 5).

The proposed service area will provide services for eastbound and westbound travellers on the southern side of the orbital motorway. Three other service areas are proposed for the M25 motorway at Thurrock, Souths Mimms and Iver. Planning clearance has been sought for the proposal at Thurrock. Clearance for the other two sites will be sought in the near future.

1986 Examinations for Overseas Guides to France

The French Ministry of Tourism is organising qualifying examinations for overseas guides to be held in Paris in

March 1986. Application forms and details are available from the Travel Trade Department, French Government Tourist Office, 178 Piccadilly, London W1V 0AL, to whom all forms must be returned by 20th December, 1985.

Under a law passed in 1975, covering Paris and most large towns and départements, couriers may not act as guides, either on public thoroughfares, in museums and historic monuments, or on coaches with their groups. Members of the teaching profession are exempted when conducting parties of their own students.

The special annual examinations provide successful candidates with a three-year qualification. Candidates may take the examinations in the language of their choice and will be advised of the exact date of the examinations and the syllabus at least one month beforehand. For further information, please contact: Mrs. Pauline Hallam, Director of Public Relations, French Government Tourist Office, 178 Piccadilly, London W1V 0AL. Telephone 01-491 7622, telex 21902 (France G).

Special Awards for Off-Peak Enterprise

A series of awards are to be made for outstanding success in promoting tourism during off-peak periods. The awards will be sponsored by the Council for Travel and Tourism, in co-operation with the British Airports Authority, British Incoming Tour Operators Association and British Resorts Association.

These will be offered in three categories: for the domestic market; incoming — that is bringing overseas visitors to Britain; and outgoing — promoting travel to overseas destinations.

Entries can be made by tour operators, transport operators, tourist boards and local authorities, provided they are examples of positive promotion designed to fill under-utilised capacity.

Entry forms from Lena Simpson, BTA, Thames Tower, Black's Road, London W6 9EL. Closing date December 1986.

Cheshire Workshops — Party Outings 1986

For parties of 15 or more *Cheshire Workshops* — candle makers — have a Party Outings leaflet including the following information ★ group menus ★ country teas ★ sherry receptions ★ hot pot suppers ★ country barbecues ★ Christmas events and so on.

The workshops, 10 miles from Chester, are one of the largest manufacturers of hand-sculpted candles in Europe. A gift shop and restaurant are available, and there are also Craft Holiday Weekends. More information: Cheshire Candle Workshops, Burwardsley, Near Chester. Telephone (0829) 70401.

NICE — Hotel Servotel

For those who are planning to run holidays to the South of France, and in particular Nice, or for those who wish to use Nice as a stopover, the two-star Hotel Servotel, is conveniently sited some 9 miles (15 kilometres) outside of Nice at Castagniers.

For further details contact M. et Mme. V. Servella, Servotel, Route des Grandes Alpes, 06670 Castagniers. Telephone (93) 08.22.00.

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LICENSING and LEGAL NEWS

Son and Daughter Take-Over

Brother and sister, Mr. Ian Duckworth and Mrs. Katrina Sutcliffe, have been granted a new PSV licence enabling them to take over the business of Duckworths Coaches, of Gisburn, following the death of their mother.

They had applied to the North Western Traffic Commissioners for an international licence authorising five vehicles.

Mr. Duckworth told the Commissioners that he was in partnership with his sister. It was a family business going back 25 years. He had been involved with it for a number of years, working full-time in the business for the last five years and running it with his sister for the last two years. The business had been in his mother's name and she had died two years ago.

The previous licence had been issued in the Yorkshire Traffic Area. It was exactly the same operation as in the past, with just a change of name.

Questioned by the Chairman of the Commissioners, Mr. Ray Hutchings, Mr. Duckworth agreed that a defect notice had been issued to one of their vehicles on August 27. He said that that was the only one. No other prohibition or defect notices had been placed on their vehicles. It was the vehicle rather than a lack of maintenance that had led to the defect notice. It was an air suspension vehicle and the defect related to a small sleeve inside a shock absorber rubber. They just could not get the inserts from Neoplan, and the sleeve had been changed only three weeks before the issue of the defect notice.

The Commissioners granted a licence for the full five years.

New Partners in Albert Wilde Coaches Win Licence

The reconstituted partnership of Albert Wilde Coaches, of Heage, Derbyshire, has succeeded in obtaining the grant of a

new PSV operators licence, following the revocation of the original licence by the Eastern Traffic Commissioners in January.

Philip Wilde, his sister Angela Ward, and her husband David Ward, trading as Albert Wilde Coaches, of 121 Parkside, Heage, had applied for a licence authorising the operation of four single deckers. The nominated transport manager was Mr. Caleb Martin, of 13 King Street, Pinxton, Nottinghamshire. In addition to considering the new application by the partnership, the Commissioners had given notice that they would also consider taking action against the existing licence held by Mr. Martin.

For the partners, Mrs. A. Harrington said that the business of Albert Wilde Coaches had been in existence for a number of years. Mr. Albert Wilde took his children in as partners in 1982 in order to assist him, but until this year he had retained control of the business. In January, Mr. Albert Wilde was convicted of smuggling at Dover and he lost his good repute. He failed to take advice and when he lost his licence in January he reconstructed the business, it being taken over on paper by his son, his daughter and his son-in-law. However, it was true to say that on a day-to-day basis the situation was exactly the same as before. Mr. Albert Wilde was running the business. He was able to continue operating, having appealed against the Commissioners' decision, and that appeal was not withdrawn until May. In July, Mr. Albert Wilde believed that it was still in order to continue running both buses as long as he only retrieved the cost of the fuel from the passengers.

When it was pointed out to the firm that that was not correct, the partners made it plain to Mr. Albert Wilde that he must take no further part in the business. In July they paid Mr. Albert Wilde £50 to buy out his share of the business. Mr. Albert Wilde also took with him the premises, which previously had been regarded as partnership assets. Mr. Albert Wilde then granted a 10 year lease of the garage premises and certain equipment to the partners. The buses were re-registered, being taken out of the name of Mr. Albert Wilde and put into the

name of the partners.

The Chairman of the Commissioners, Mr. Kenneth Peter, said that a statement of the partnership assets dated February 1985 included buses valued at over £30,000 and the garage at cost. He wondered how someone else could lease something that was included in the partnership's assets by accountants in February?

Mrs. Harrington said that the transfer of the premises to Mr. Wilde was in effect in satisfaction of the capital he had invested in the business.

Mr. Peter said the Commissioners were dealing with an application by a partnership that did not include Mr. Albert Wilde. They were not concerned with him at all. The accounts seemed to make it clear that Mr. Albert Wilde, though not a partner, had the major financial interest of £37,000. However, the Commissioners were now being told that the financial interest no longer existed.

Mrs. Harrington confirmed that that was so. Producing a letter from the firm's bank, she said that an overdraft facility of £10,000 was secured by the premises. However, the partners could raise a considerable sum if need be from second mortgages on their houses and out of their savings, so they were free of Mr. Albert Wilde in that respect.

Mr. Martin had held a Certificate of Professional Competence for some years but he had no vehicle of his own. The arrangement was that he would act as transport manager until such time as Mr. David Ward passed the examination to hold a Certificate of Professional Competence himself. A maintenance agreement had been entered into with Deans HGV & Services, of Ambergate, for the inspection of the vehicles and that company would re-inspect them after the repairs had been carried out.

Vehicle examiner Mr. George Griffiths agreed that he had known the Albert Wilde partnership in one form or another for seven years and that one of the reasons why the licence had been revoked in January had been the unsatisfactory maintenance and condition of the vehicles.

Mr. Griffiths said that he had first inspected the Wilde vehicles this year on 16th May. The state of the vehicles had been somewhat similar to the previous Albert Wilde operation and they could have stood improvement. He had discussed his reservations about the proposed maintenance arrangements with the partners, as it appeared at that stage that Mr. Albert Wilde was going to be considerably involved and that in effect was no more than a continuation of the previous licence.

He had recommended that it would be better if inspections were carried out by an independent contractor. Mr. Albert Wilde had been furious about the advice.

The partners had now separated themselves away from Mr. Albert Wilde and he was satisfied that his influence had been removed. Subsequent spot checks showed that the defects found on the vehicles in May had been rectified. Deans had examined the vehicles in August and a number of defects were found. He did not feel that they were as bad as they looked, as he felt it was a case of someone inspecting the vehicles for the first time and putting down even the slightest potential defects. Since then, two of the vehicles had passed their annual test, although one had failed on the first presentation. He felt that there had been a considerable improvement in the condition of the vehicles. A new floor had been put into the workshop, and that plus that fact that the vehicles were inspected by Deans in August when it was not strictly necessary as there was no licence, all went to show that the partners were taking maintenance seriously.

Mr. Peter said that the Commissioners were satisfied about the maintenance arrangements on that evidence.

Mr. Philip Wilde said that he had worked in the business since he had left school in 1966. His father now had no interest in the business whatsoever. He had savings of £4,500 and his house was valued at £18,000 on which there was an outstanding mortgage of £10,000. The buses were owned outright by the partnership.

Questioned by the Commissioners, he said that he would carry out most of the small repair jobs himself. If needed, he could obtain the services of a part-time fitter.

Asked what involvement Mr. Albert Wilde would have, Mr. Philip Wilde said that he would employ his father as a fitter, that was all. After Mr. Peter had commented that it was Mr. Albert Wilde's standard of maintenance in the past that had been the problem, Mr. Philip Wilde said that was why they were employing Deans.

Mr. Peter said that the crucial question was could the partnership control the business and its employees, including Mr. Albert Wilde?

Maintaining that they could, Mr. Philip Wilde said there had been a showdown and they had pointed out to his father that they could not go on as they had previously. He had indicated that he proposed going into a separate business of his own, nothing to do with coaches.

Mr. David Ward said that he had been made a partner in 1982 but he had not had any active control over how the business was run until July 1985. They had all had to get together and sort his father-in-law out. He and his wife owned a house worth £25,000, on which there was an outstanding mortgage of £12,500. They also had savings of

£2,800 and 800 British Telecom shares. That was capital they were prepared to inject into the business if required. Though he was sitting the examination to qualify for a Certificate of Professional Competence the following week, they intended to keep Mr. Martin on for some time to gain the benefit of his experience.

Questioned by Mr. Peter, Mr. Ward said that he was employed full time as a fencing erector. The business needed building up again before he could enter full time employment with the firm. Mr. Peter said that he must make it clear that it would be difficult for Mr. Ward to satisfy the requirement in relation to professional competence on behalf of the partnership if he was in full time employment elsewhere. Mr. Ward said

that his passing the Royal Society of Arts examination was regarded as an insurance policy for the future.

Mrs. Angela Ward said that it was the intention that she would do the book-keeping for the business. She had been through the firm's financial papers with their accountant. They had a few "ups and downs" with father and she was now going to look after the books.

Mr. Martin said that he had been a coach operator for 23 years. There were a few minor convictions recorded against him, the last one being 10 years ago. He held a licence in his own name and he lease-hired a vehicle from Albert Wilde Coaches. He had his own regular daily

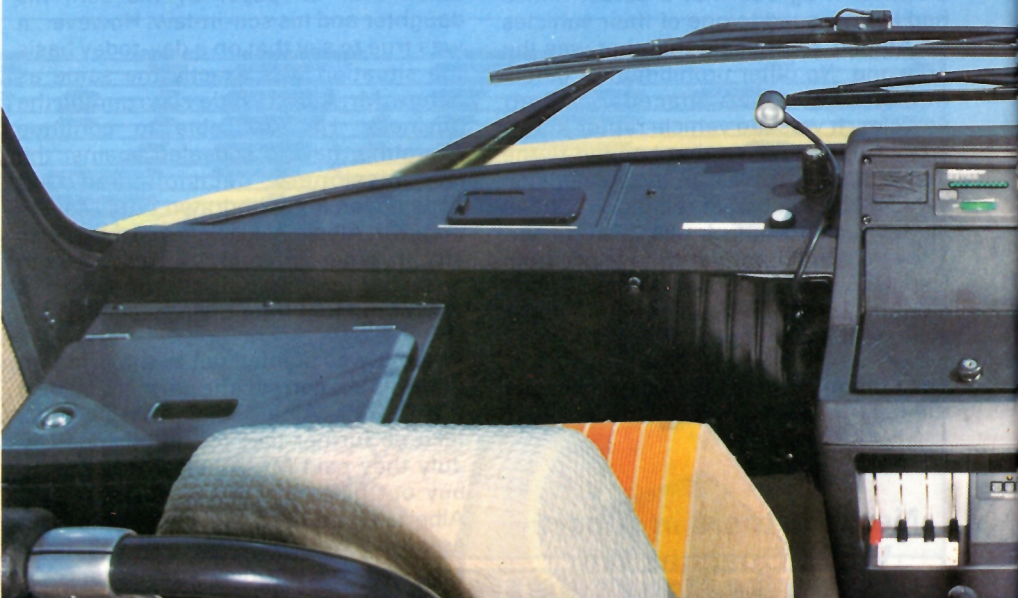
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contract, but he was free from 0900 hours until 1530 hours, which gave him time to have the day to day running of Albert Wilde Coaches as transport manager.

Questioned by Mr. Peter, Mr. Martin said that he had acquired his professional competence by experience under what was known as "grandfather rights". He had tried to operate coaches up to a high standard and hopefully the partners coaches would be brought up to the high standard that he was used to operating. He would ensure that the drivers' defect reporting system worked.

After Mr. Peter had said that the Commissioners had heard a little about the partners thinking they they could do

something lawfully and then discovering that they could not, Mr. Martin said that they were three young people who had been thrown into the business without knowing much about coach operation. They had learnt a lot and he had agreed to be transport manager only so long as the previous owner did not have anything to do with the business. His own experience went back to 1938 and he would help them as much as he could.

Chartered accountant Mr. Keven Seeds produced an up-to-date balance sheet. He said that the partnership owned the vehicles which in total were worth over £43,000. There was very little in the way of liabilities. He felt that it was a favourable situation for a partnership

about to embark on business. A possible bad debt of £1,200 would not materially affect the business. He had stipulated how the books should be kept in the future so that he could monitor the progress of the business.

Questioned by the Commissioners, Mr. Seeds said that the new entity was much more viable than the old one. So far as he was aware the partners had not taken over any liabilities that were not shown.

Asked why a forecast of income and expenditure had not been produced, Mr. Seeds said that even with an existing business such a forecast was very much a question of thinking of a figure you wanted to arrive at and then fitting the other figures around it. With a new partnership, with a different way of running things, it was very difficult to accurately produce some sort of forecast.

Mrs. Harrington said that the bad debt related to a person who had hired a bus last October to take a party to Blackpool and Mr. Albert Wilde ended up paying the hotel bill. They were now seeking to recover that money. Though it related to the previous operation, the partners had in effect bought the debts and liabilities. The Commissioners had an application from three new partners, with clean records, who wanted to get on and run the business, and who were in a very favourable position from a financial point of view. They had engaged an experienced and competent transport manager. Mr. Albert Wilde had written himself out of the business which he no longer wanted any part of.

Mr. Peter said that the Commissioners concern must be, as was laid down by the judge in the case of the Merchandise Transport Ltd. v British Transport Commission and Others 1961, to lift the veil and look beyond the partners. They had to be satisfied that someone who had caused a great deal of licensing problems in the past would no be coming back into the business at a substantial salary to maintain the vehicles. Mr. Harrington said that Mr. Albert Wilde was adamant that he would not be coming back into the business.

Announcing the Commissioners decision, Mr. Peter said that they had decided to grant the partners a licence for two years in the first instance. When they applied for renewal the Commissioners would wish to see audited accounts for the year's trading ending 28th February 1987. The Commissioners would like to have seen a cash flow forecast and it would be in the partners own interests to draw up a statement in co-operation with their accountant to ensure that having started on a sound financial footing they remained that way.

The Commissioners adjourned consideration of disciplinary action against Mr. Martin's licence until a date to be fixed.

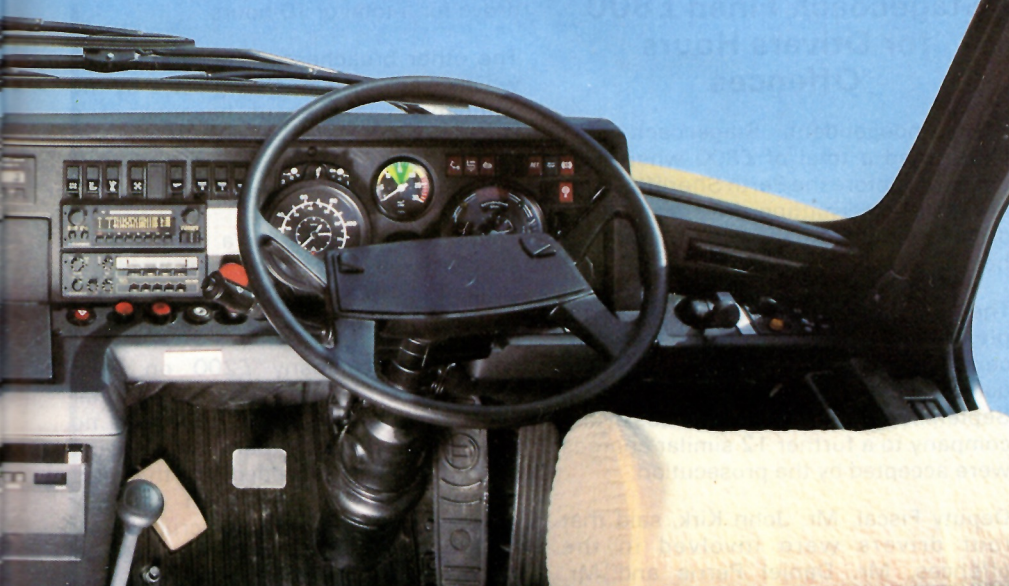
Licensing and Legal cont. page 40

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Warning Over Maintenance For Norfolk Operator

Problems over maintenance led to Norfolk independents, A. W. Eastons Coaches Ltd., appearing at disciplinary proceedings before the Eastern Traffic Commissioners at a Norwich public sitting.

In addition to considering taking action against the company's PSV operators licence, the Commissioners also had an application for renewal in respect of 20 vehicles before them.

Evidence was given of the imposition of two immediate prohibition notices, two delayed prohibition notices and five advisory defect notices on the company's vehicles during the current year.

For the company, it was said that it was a family business being run by a father and two sons. The father, Mr. A. W. Easton, was ill and away from the business during a six week period in the summer and during that period maintenance had become a bit lax. There had been considerable pressure on the two sons to keep the company's two depots operating normally and, as a result, the supervision of the maintenance had not been what it ought to have been. The situation had since been put right. Additional maintenance staff had been taken on and the system re-organised.

Renewing the company's licence for the full five year period, without taking any disciplinary action, the Commissioners warned Eastons about their future conduct. They stressed the need for the company to be more rigorous over the supervision of the maintenance of its vehicles and the need for it to ensure that they were inspected at regular intervals.

Hants Independents in Trouble Over Maintenance

Problems over the maintenance of their vehicles led to two Hampshire independents appearing at disciplinary proceedings before the South Eastern Traffic Commissioners.

In the first case, B. S. Williams Ltd., trading as Southern Motorways, of Hollybank House, Hollybank Lane, Emsworth, escaped with a warning.

Evidence was given that the company hold a PSV operators licence authorising the operation of 12 vehicles, and that a number of immediate prohibition notices had been imposed. One prohibition in particular listed five defects which the vehicle examiner considered to be immediately dangerous. Two fleet inspections had resulted in the issue of other prohibition notices and a number of inspection records were discovered to be missing for a period of time.

For the company, it was said that some of the defects that had led to the issue of prohibition notices were the result of damage from vandalism at the

company's Midhurst depot. Various other operators in the same area had suffered a similar fate.

The fitter who had been responsible for the maintenance of the vehicles during the period complained of had been replaced by a Mr. Towler, who had subsequently re-organised the company's maintenance system. The inspection records which it had been said were missing were produced to the Commissioners.

Taking no action against the licence other than to warn the company about its future conduct, the Commissioners said that the licence was due to expire next February and there would be a further maintenance investigation before it was renewed. For the moment, they were prepared to allow the company's licence to continue until then, which should give sufficient time for the new system being implemented by Mr. Towler to get going.

In the second case the Commissioners cut the duration of the two vehicle PSV operators licence held by Mrs. M. J. Lea, trading as Emsworth & District Motor Services, so that it expires at the end of November 1986, instead of at the end of November, 1987, and they refused an application by Mrs. Lea to increase the number of vehicles authorised on the licence to three.

Evidence was given of a number of prohibition notices imposed on Mrs. Lea's vehicles and that a fleet inspection had revealed an unsatisfactory situation.

In announcing their decision, the Commissioners said they were satisfied that the steps taken by Mrs. Lea ought to put the situation right but they were not prepared to authorise any additional vehicles at this stage. They were reducing the duration of the licence to give an opportunity of reviewing the situation at an early stage.

Stagecoach Fined £800 for Drivers Hours Offences

Perth independent, Stagecoach Ltd., were fined a total of £800 when they appeared before the Perth Sheriff's Court accused of permitting drivers to be on duty for longer than the statutory 16 hours.

The company, of Walnut Grove, Perth, pleaded guilty to four charges of contravening the requirements of the domestic driver's hours regulations in September, 1984. Not guilty pleas by the company to a further 12 similar charges were accepted by the prosecution.

Deputy Fiscal, Mr. John Kirk, said that four drivers were involved in the offences, Mr. Daniel Perrie and Mr. William Milne, both of Errol, near Perth; Mr. John Russell, of Airdrie; and Mr. George Duncan of Hove, in Sussex. Under the domestic hours rules, the maximum working day for a public

service vehicle driver was 16 hours. That limit had been exceeded by periods varying between one hour and, in one case, 22 hours making a total of 38 hours on duty. It was accepted that the 38 hours was spread over a two day period and that part of the time the driver concerned was at home. However, he was still on duty and he could have been called on to drive further vehicles and his driving skill might not have been all that was required.

The company were liable to a maximum fine of £1,000 on each account for permitting such offences.

Defending, Mr. Menzies Campbell Q.C. said that Stagecoach were essentially a family firm who had started trading in October, 1980, with a staff of three and two vehicles. They now operated a fleet of 45 vehicles, employing around 100 people and covering some 2½ million miles each year.

He emphasised that time on duty did not necessarily mean time spent driving, and he stressed that only in one case had the permitted number of driving hours been exceeded. That had involved Mr. Milne, and the driving hours limit had been exceeded by just one hour due to exceptional circumstances. What had occurred was that Mr. Milne had finished duty at 0730 hours, and he had only been driving for a period of four and a half hours at that stage. However, a service leaving Inverness was unduly busy. A telephone call was received at the company's Perth office and Mr. Milne was instructed to take a coach to Blair Atholl where some of the passengers on the service from Inverness were unloaded and transferred to his coach.

When the coach arrived in Perth there was no alternative service to take the passengers to Glasgow and Mr. Milne was told to stay on the coach and take it to Glasgow. Mr. Milne was entitled to drive for a nine hour period but in the end he drove for a total of 10 hours.

The other breaches of the regulations, which were very much regretted by the company, came about because of a break-down, the late arrival of a coach from the Continent, and insufficient time being taken between shifts.

There was no need for a company as successful as Stagecoach to avoid the obligations placed upon it, said Mr. Campbell.

Fining the company £200 on each charge, Sheriff John Wheatley said that apart from one instance, there was no suggestion that the permitted driving hours had been exceeded, but the rules governing drivers had been carefully worked out and had to be scrupulously observed. The actual driving hours had not to be looked at in isolation. They had to be looked at in the context of the number of hours a driver spends on duty.

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Running a coach operation in today's demanding economic climate puts increasing pressure on operators to choose suppliers with greater care than ever before. That's why, at Volvo, we have done a great deal of the hard work for you by choosing only the very best coach dealers to handle our outstanding 1986 range. The cream of UK dealers are all committed to giving Volvo operators the best service possible.

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CONTACT

Reg Bennett, Managing Director.

BODIES AVAILABLE:

Plaxton, Duple.

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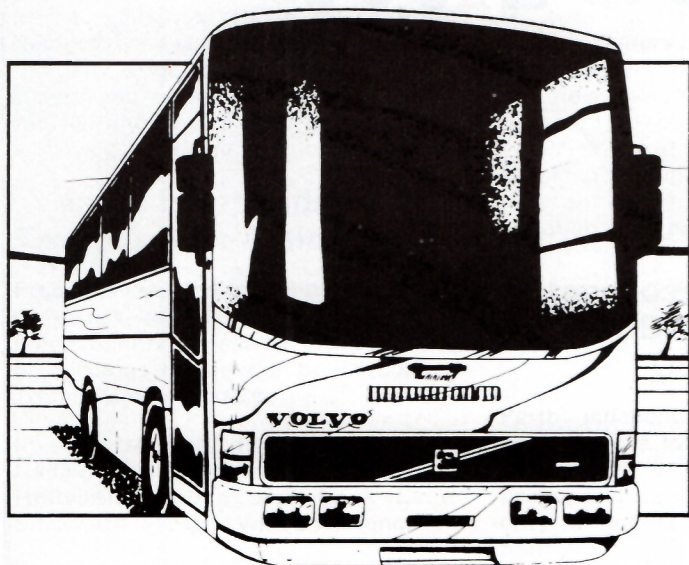
CONTACT

Ray Daniel, Managing Director.

BODIES AVAILABLE:

Van Hool, Plaxton.

To begin with, they can help you choose from the wide range of Volvo chassis and performance packages that have been developed to match your operational needs exactly. In addition, between them they offer the choice of the best bodies around, bodies that complement perfectly our new B9M and our well proven B10M and B10MT chassis.



But the Volvo choice goes much deeper than that. On top of its "no commitment", professional

advisory service, the Volvo network also gives you:

- **the choice of the finest selection of new and used Volvo coaches**
- **the best trade-in for your current Volvo**
- **the best choice in rental and leasing deals**

While Volvo Bus itself guarantees you:

- **the best choice of service back-up, with over 45 locations in the UK alone!**

In fact, whenever *you* need to make a choice – Volvo, and the Volvo network, helps you *choose from the best*.

... TO GIVE YOU THE CHOICE.

COACH DEALERS IN THE UK...

KIRKBY BUS & COACH

ANSTON, SHEFFIELD

Tel: 0909 564311

Telex: 547265

CONTACT

Colin Cowdery, Managing Director.

BODIES AVAILABLE:

Plaxton, Duple, Ajokki.

MOSELEY GROUP (PSV) LTD

LOUGHBOROUGH

Tel: 0509 213232

Telex: 341327

CONTACT

Vin Moseley, Managing Director.

BODIES AVAILABLE:

Van Hool.

RYDALE PSV SALES

LONDON

Tel: 01-529 8686

Telex: 897021

CONTACT

Reg Crowe, Sales Manager.

BODIES AVAILABLE:

Plaxton.

BODY CONCESSIONAIRES:

ENSIGN BUS CO. LTD

PURFLEET, ESSEX

Tel: 0708 865656

Telex: 896731

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Peter Newman, Managing Director.

BODIES AVAILABLE:

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JONCKHEERE UK LTD.

NORTHAMPTON

Tel: 0604 21051

Telex: 31612

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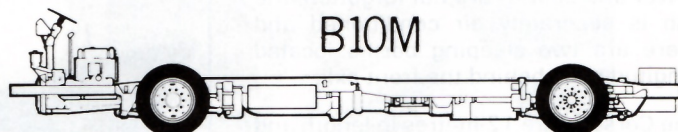
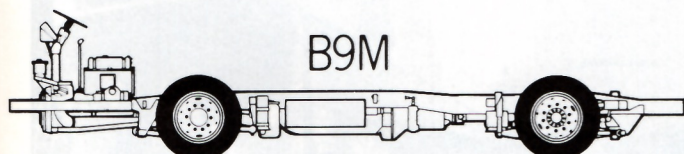
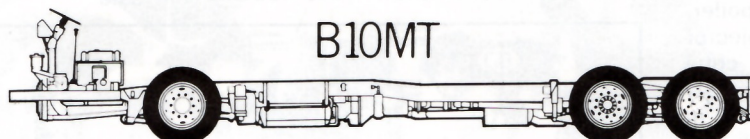
CONTACT

Doug Jack, Managing Director.

David Edwards, Sales and Marketing Director.

BODIES AVAILABLE:

Caetano.



VOLVO

The natural choice.

VEHICLE and OPERATOR NEWS



▲ Drögmöller in Japan

Two Drogmoller E420 Corsair Super High coaches have been delivered to a Japanese operator.

The coaches are right hand drive three axle units, powered by Daimler-Benz OM422A engines with ZF 4S-120 GP gearboxes. Specification includes 44 sleeper seats with leg rests, safety belts on all seats, Suttrak AC-40 air conditioning, refrigerator, water boiler, video and TV equipment with a projector and specially large screen, ice cube maker and a Sake heater. Emergency door and ladder are fitted to the rear in accordance with Japanese legislation.

Driver and courier are not forgotten; the cab is separately air conditioned and there are two sleeping berths located longitudinally behind the front axle.

The Corsairs are 12 metres in length and 3.7 metres high. Supplementary equipment includes Voith retarder, Webasto heater, Vogel semi automatic lubrication, Michelin tyres and Alcoa wheels.

Supreme Travel have recently won a number of prestigious contracts with their newly delivered fleet of Scania K112 coaches. Travellers International will use the company to operate a series of luxury tours for their American

visitors. The coaches collected the visitors from the QE2 at Southampton for the start of their two or three week coach tour of Great Britain and Southern Island. Mrs. Eileen Bridge, a director of Supreme Travel said after commencement of the 1985 season — "We were so impressed by the performance and customer appeal of the first two Scania coaches that we immediately placed an order for three more". She feels that the Travellers contract more than justifies her



confidence in Scania.

The five vehicles are all Scania K112CR 2 axle coach chassis, fitted with a Scania DS11-15 11 litre 305 bhp six cylinder engine and driving through a Scania GS772 ten speed splitter gearbox. Three of the chassis have Plaxton Paramount 3200LS bodies and the remaining two with Jonckheere P50 coachwork.



▲ Maynes of Buckie have recently put into service this Plaxtons Paramount 3200 coach built on a Bedford YNV chassis. Supplied by **W. S. Yeates**, it is finished to one star specification with 57 standard seats and is fitted with side window curtains and TV/video equipment. Livery is in blue gold and white. The coach is the first of two to be delivered

Eagle Line Auction

Messrs. **Neates**, Chartered Surveyors of Newbury, Swindon report an excellent trade at their recent dispersal sale for Eagle Line (Faringdon) Ltd., of Upper Stratton, Near Swindon who are closing down their travel and coach operators business after some 40 years of trading.

An excellent company of buyers were in attendance from as far afield as Kent, Yorkshire and Cornwall and, despite poor weather, some keen prices ensued for the 500 Lots on offer. These included: Bedford Duple coaches (1973-5) £3,500; £2,500 (twice), £2.00; Bedford Plaxton Coach (1974) £2,050. Three other coaches were sold privately after the sale.

Over 6000 people in over 500 service points, strategically placed throughout the UK and Europe, are ready to get you back on the move should your bus or coach ever break down or encounter problems.

They're part of DAFBusAID. The best back-up support in the business. On constant standby 24 hours a day, every day of the year. To give emergency roadside assistance wherever its needed – fast.

In the UK all a driver has to do is call Freefone DAFBusAID to get immediate help. On the continent he calls on ITS via the DAF Bus nerve centre at Eindhoven.

DAF have even analysed the major European routes and selected 40 DAF Bus specialists to reinforce the support of the 500 service centres. All have the facilities to carry out major repairs. This has been backed by a major investment to

increase specialist bus parts held along high density routes. Service personnel too have undergone intensive training to ensure every DAF Bus operation runs smoothly.

So if in your operation breakdowns don't bear thinking about, think how much better it would be to operate a DAF Bus.



DAF Bus

DAF Bus, Marlow, Bucks. SL7 1LW, England.
Tel: 06284 6955. Telex: 848489.

**Here's the last place
on earth
they'd want to start
a holiday.**



VEHICLE and OPERATOR NEWS

Driver's Hours Correction

A typographical error appeared in Marksman's "On Target" article last week which was concerned with the driver's hours regulations. Under the heading "Continuous Period of Driving" it stated that the present regulation allows a maximum of four hours continuous driving after which 30 minutes rest must be taken. It went on to say that as an alternative the rest can be 2×15 minutes or 3×10 minutes. The alternative rest periods should have read 2×20 minutes or 3×15 minutes. We apologise for any confusion that may have arisen.

NBC Orders

National Bus Company subsidiaries are taking delivery of over 200 new coaches for the 1986 season. Many of the coaches will be employed on National Express 'Rapid' routes where demand is reported to be growing, others will be used for holiday tours, private hire work, local express services and excursions. The order includes a further 36 MCW Metroliner double-deck coaches similar to those already in service.

Another 24 lower height double-deckers, suitable for operation on the Continent as well as within the UK, have been ordered from the Scarborough vehicle manufacturers, Plaxtons. The Paramount 4000 coaches will be based on Neoplan underframes. Single deckers ordered include forty four Leyland Tigers, nineteen with Plaxtons bodies, five with Duple and twenty with Berkhof bodywork, two Royal Tiger Integrals, nine Plaxtons bodied Volvo B10Ms and four Hestair Duple 425 Integral coaches.

Optare Sherpa

Optare of Leeds, the company formed by members of the former of Charles Roe workforce and housed in the same factory have produced an extremely attractive 16 seat minicoach based on the Freight Rover Big Sherpa. The coach is produced by Optare's special vehicles division.

The new vehicle has a completely redesigned rear section with centre door, high roofline and neat side window arrangement. It is fitted with 16 high backed moquette covered seats, two tone soft interior trim, twin multi speed underseat heaters and an electrically operated air intake/extractor unit. A sound absorbant interior sub structure is utilised to cut down noise levels. The



floor is rubber covered and full length parcel racks, tinted side windows, dual intensity fluorescent lights and a Blaupunkt radio cassette with four speakers are included. Externally, marker lights, mudflaps and black trim round the square windows enhance the Sherpa's appearance.

The coach, or details regarding it, are available from Optare's sole agent for this product, Hargreaves Vehicle Distributors Ltd., Pudsey, West Yorkshire LS28 6SD, Telephone (0532) 751701.

500 Mercedes Minibuses

National Bus Company has purchased more than 500 Mercedes-Benz minibuses. The order, worth more than £5 million, brings a considerable amount of business to the British coachbuilding industry as the PSV conversion represents some 40% of the initial purchase price of £22,500.

The first major fleet went into service in

the city of Worcester on 23rd November.

Midland Red (West) Ltd., replaced 16 full size single-deck buses with a fleet of 60 Mercedes-Benz minibuses. Switching from 51-seat, 24-standing "conventional" buses to the new 20-seat, 6-standing Mercedes "mini's" will, in the words of Midland Red West's Traffic Manager, Barry Connor, "Bring a revolutionary improvement" to bus service in Worcester.

The L608D Mercedes-Benz vehicles have been converted mainly by Robin Hood and Potteries Motor Traction with 40 and 19 vehicles respectively, but Sparshatts of Hampshire and Alexander of Falkirk have also been involved producing one vehicle each. The minibus are based on high roof variants with full width window and boot lid in the rear instead of van doors. They are fitted with electrically operated double jack-knife doors with "two plus one seating". Interiors are soft trimmed.



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USED PASSENGER VEHICLES

AEC

TFN
Allco Passenger Vehicles offer new and nearly new spares to fit most models. Tel: 01-866 8900 or Ruislip 74422.



346TFN
(T reg) AEC 53 seater S/A Express doors, chassis lube, excellent condition. **£16,000.** Telephone 051-355 2519 or (0244) 300264.

359361
1973 AEC 760, Plaxton Elite III, 6 speed gearbox, choice available, 11m, 49 seats. **£5,000 plus VAT.** 12m 53 seats. **£5,500 plus VAT.** Tachograph fitted, current test certificate. Apply Traffic Manager, Yellowway Motor Services Ltd, Weir Street, Rochdale OL16 1HG. Telephone (0706) 47561.

360361
Allco Passenger Vehicles Offer:
1970 AEC 691 Merlin MCW bus body, seats to choice, clean and tidy, MOT if required.
1971 AEC 505 Swift, MCW bus body, choice of two, plus a selection of 470, 505, 691, 760 engines plus GB346 gearbox and radiators.
Plus special offer this week, one Regal IV (RF) horizontal engine, freshly overhauled. Telephone 01 866 8900 preferably evenings.

360362
1979 (T) AEC 760 57 seat Supreme, side lockers, radio/pa, Telma, autolube, MOT Nov 1986, good condition, painted any colours. **£14,500 plus VAT.** Telephone Horley (0293) 771957.

360361
1979 (T) AEC 760 Van Hool 12 metre, 50 reclining seats, MOT 28th March 86. **£12,000.**
1977 (R reg) AEC 760 Plaxton 12 metre, 50 reclining seats, MOT 25th March 86. **£7,000.**
1975 (P reg) AEC 760 Duple 12 metre, 53 seats, MOT 15th Sept 86. **£6,000.** Telephone Capital Coaches Ltd 01 897 6131.

BEDFORD

356363
1973 YRT. This is a 53 seater Plaxton with Express doors, ideal for local service operation. It has earned us a lot of money and can do the same for you. It is in blue & white, has a radio and will be sold with a new test at **£3,995.** Rainworth Travel, Mansfield. Telephone (0623) 743576.

359361
1981 (W) BEDFORD YMT Plaxton Supreme IV 53 seater, power door, red interior, white exterior, excellent condition, 12 months MOT. **£16,500.**
1980 (W) BEDFORD YMT Plaxton Supreme IV 53 seater, red interior, white exterior, excellent condition, 12 months MOT. **£14,750.** Worthing Coaches. Telephone Worthing (0903) 33190 day, Brighton (0273) 509856 night.

360361
1973 PJK, good condition, new MOT. **£2,250 ono.**
1976 PJK Dominant, good condition, MOT August 1986. **£6,250 ono.** Telephone Waterhouses (Staffs) (05386) 391.

360363
Two BEDFORD 53 seater coaches.
1977 YMT Duple, power door. **£8,000.**
1976 YMT Plaxton. **£7,250 plus VAT.** Both excellent condition with radios/pa, both with one year MOT. Claremont Coaches 01 337 8879 2320.

360361
1982 (Y reg) YNT Dominant IV, 53 seater, side lockers, power door etc, fitted new ZF box June 1985, test Sept 1986. Offers around **£26,500.** Telephone (0742) 750404.

360361
1977 BEDFORD YMT Plaxton Supreme, 53 new seats, new gearbox, reconditioned engine, side lockers, radio/pa/tape, MOT Nov 86, private hire use only. **£8,000.** Telephone Chichester (0243) 781107.

360361
1977 BEDFORD 53 seater Plaxton Express, 2 speed axle, Telma, radio/pa, side locker, new short motor August 85, test till Oct 86. **£8,250.** Telephone Crediton (036 32) 2935.

360TFN
1980 (V reg) BEDFORD YMT Duple Dominant II, 53 seater or 49 with table and lamp, power door, pa/tape, curtains, tinted windows, courier seat, excellent condition. **£17,950.**

1975 (P reg) BEDFORD YRT Duple Dominant 53 seater, new works engine and gearbox, power door, radio/tape, MOT Dec 86, immaculate condition. **£7,250.** Telephone (0823) 74845.

360361
1982 August (Y reg) YNT Plaxton Supreme V, 53 seats, MOT August 1986, owner driver from new, immaculate, laminated screens, radio, stereo/cassette/pa, power door, double side locker, available January 1986. **£24,000.** Drewery Coaches, Theydon Bois 037 881 3707.

FOTOMART

THE EASY WAY TO SELL YOUR COACH

£30.00 for the first insertion.
£25.00 for each subsequent, identical insertion.

A photograph of your used vehicle in 'Fotomart' may be all that is required to sell your surplus coach.

Phone us now on Hull 224935 for all the details.



TFN

New TRAVELMASTER 12 seater
PSV coaches, now in production for early delivery.

DAVIS GARAGES,
SEVENOAKS, KENT.
TEL: (0732) 455174.



October 1984 IVECO 7914 registered October '84, annualled September '86. Specification includes 19 Vogel seats, full carpet trim, radio/cassette, courier seat, luggage racks, boot.

£16,000

Please contact Chris Orpington (0689) 37326.



1983 Astron - 60 reclining seats, toilet, video, 3 monitors, 240 volt transvertor. Drivers' bunk, webasto, blinds to windows.

£57,500 plus VAT

Allander Travel, Milngavie, Glasgow.
041-956-3636/5678.

EXTRACT MISSING



1977 (Private Plate) LEOPARD/VIEWMASTER S/A. Excellent condition and fitted with Telma, 57 retrimmed seats, moquette to roof, courier seat, tinted windows, full draw curtains, radio tape, p.a., video, TV and sold with new 12 month test.

£16,500 plus VAT or O.N.O.

Eagre Coaches, Crooked Billet Street, Morton, Gainsborough, Lincolnshire.
Telephone: 0427-2098 (Day)
0427-5887 (Night)

358361
1977 YMT Supreme 53 seater, ivory & yellow, red interior, MOT November 86, radio/pa, very good condition. **£6,750 plus VAT ono.** Telephone Motts Travel (0296) 613831 day, (0844) 292183 evenings.

358TFN
1976 BEDFORD YMT 53 seats, low mileage, Duple coach, 500 engine, tested April 1986. **£5,750.** Telephone 069 887 242.

358TFN
1977 BEDFORD YLQ 45 seats, radio/pa, power steering, wheel discs, power door, good condition. **£8,000 ono.** Other vehicles considered in part exchange. Telephone (0533) 769001 and evenings (0533) 874940.

361TFN
1973 BEDFORD YRQ Duple Dominant, 45 seater, very good condition, full year's test, **£4,250 plus VAT** part exchange welcome. Vernon Diesel Exports Ltd, Contact Ken Askin, Barnsley (0226) 298001.

358361
1981 BEDFORD YNT Duple Dominant IV, 53 seater, power door, side lockers. **£20,000.** Telephone (0702) 541511, evenings (0702) 231606.

361364
1973 BEDFORD Duple Dominant 53 seater, MOT May 1986, Telma, green/grey. **£3,500 plus VAT.** Telephone (0242) 527932.

361362
811 KOO was (T reg) YMT 53 seater, Van Hool, MOT till July 1986, taxed, good tyres, exterior white/blue interior, red stripe, very clean, must be seen. **£8,950 plus VAT.** Telephone (0621) 891959 Maldon, Essex.

361362
1972 YRQ Plaxton Elite II Express, MOT till June 1986, clean and tidy throughout, 45 seater. **£2,250.** Telephone (0628) 21311.

361
1983 (A reg) YNT Plaxton Paramount, 53 seater, turbo 500, 6 speed, under 30,000 miles, as new, years MOT and tax, exterior ivory, interior blue. **£36,000.**
1982 (Y reg) YMPS turbo 500, Duple Dominant IV, 35 seater, tinted windows, curtains etc.
1981 (W reg) YMPS Duple Dominant II, 33 recliners, tinted windows, curtains, side lockers etc.
1981 reg Dominant I, Mark II, phase I front, 500 engine, 39 recliner seats and tables, power steering, side lockers, etc.
Offers for the above welcome. Please contact Spratts Coaches, Wrenningham, Norfolk. Telephone 050 841 262.

361362
BEDFORD Plaxton 53 seater, seats retrimmed red, radio, MOT, very good condition. **£3,500 plus VAT ono.** Telephone Bristol (0272) 520657 day, or Bath (0225) 22835 evenings.

361362
(R reg) YMT 500, Van Hool, 53 seats, radio/cassette/pa, crutains, side lockers, wheel discs, white with blue stripe, smart, quiet, comfortable, MOT to Nov 1986, negotiable around **£8,500.** Part exchange considered. Telephone (0637) 880261.

361
1984 BEDFORD YNT Plaxton Paramount, 53 seater, brown interior, silver and maroon exterior, power door, radio/pa/cassette, current MOT, immaculate condition throughout. **£32,000.** Telephone (0623) 860394.

361
1971 YRQ Plaxton Elite, 45 seats, power door, Telma, MOT just expired, offers. Telephone Southend (0702) 219403.

361362
1980 YLQ Plaxton Supreme IV, radio/pa/cassette, C.O.F. Jan 86. **£8,500.**
1979 YLQ Dominant II, radio/pa/cassette, power door, October 86, 45 seater. **£8,250.**
1980 YMT Dominant II, Bristol dome, radio/pa, MOT Nov 86, 53 seater. **£12,000.**
Possible part exchange Volvo/DAF etc. Warrens Coaches, Ticehurst (0580) 200226 Sussex.

361TFN
1976 (R) YMT Dominant, MOT June. **£5,950.** Part exchange welcome. Telephone Robsons of Wolsingham (0388) 527242/527314 daytime or (0388) 527628/527049 evenings.

361362
1981 October (X reg) BEDFORD YMT Van Hool Alizee, 49 seats, radio/pa, provision for video, toilet, washroom, full curtains, some service records, 110,000 kms only, sold with full MOT. **£14,950 plus VAT.** Telephone (0535) 53034/53350.

BRISTOL

360361
1975 BRISTOL LHL Plaxton 51 seater, good condition, tested until May 86. **£3,250 ono.** Pulhams Coaches, Bourton-on-the-Water Gloucestershire. Telephone (0451) 20369 (office), (0451) 20372 after hours.

DAF

345TFN
DAF MB200 DKTL Jonckheere Bermuda 51 reclining seats, toilet, washroom, video, coffee machine, recently reconditioned engine, TV, video, pa, all brand new, all usual Jonckheere refinements. **Price £31,000.** Telephone Leeds (0532) 504966.

DOUBLE DECKERS

360361
Two 1969 LEYLAND Atlanteans, 74 seaters, both with 680 Leyland engines and 12 months MOT. **£3,000 each.** Telephone (0702) 555190.

361363
1967 Open Top Leyland PD3 double decker, with all types, manual gearbox. **£4,000 ono.** Telephone Milton Keynes (0908) 73535.

FORD

355TFN
1978 DOMINANT, 45, excellent condition, MOT 4/86, part exchange welcome. **£6,750.** Robsons of Wolsingham (0388) 527242/527314 days, 527628/527049 evenings (Co. Durham).

357TFN
1978 (T) ESTORIL 53 seater, MOT May 86, clean and tidy. **£7,500 ono.** Part exchange taken. Robson's of Wolsingham (0388) 527242/527314 day and 527049/527628 evenings.

358361
1982 (Y reg) FORD R1114 12 months test, new engine fitted by Fords this year. **£20,950 ono.** VOLVO B10M Goldliner, double glazed, new tyres, long MOT, driver's bunk, video, nice machine. **£40,000.** FORD R1114 46 seater, recliners, courier seat, above average condition. **£12,250.** FORD R1114 49 seater, semi recliners, new MOT, good condition. **£7,250.** All vehicles in daily use, all open to offers. Telephone (0702) 710355.

360362
1975 (P reg) FORD R1114 Dominant, 53 seats, radio/pa, reliable vehicle, clean condition, white with green stripes, MOT October 1986. **£4,250 ono.** Telephone Shoburyness (28) 3338.

360361
1976 (T) R1014 Plaxton Elite, 45 seater, recent engine, MOT June 86, taxed, Telma, curtains, sensible offers or p/x minibus. Telephone (0734) 474561.

361362
(T reg) FORD R1014 45 seater, Dominant, radio, Bristol dome, side locker, air door, taxed and tested, order part exchange considered. **£7,000.** Telephone (0594) 60534.

361362
1973 R1114 53 seater, Dominant, very good inside and out, don't be put off by short MOT Feb 1986, genuinely surplus to requirements, wheel trims, spare linings. **£2,500.** Bodmin (0208) 872123 anytime.

361 3 5 7
1980 FORD Plaxton Supreme 53 seater, side lockers, radio/pa, 12 months test, reconditioned engine. **£12,500.** Possible part exchange against late Volvo. Telephone 051 547 2713.

361362
1976 (P) FORD Supreme 53 seater, Mark IV front, Webasto, MOT July 86.
1975 (N) FORD Supreme 53 seater, Telma, MOT April 86, both clean, red moquette, red/yellow/white exterior, can respray. Telephone (0525) 712132 (Bedfordshire).

361
Selection of 16, 45 and 53 seater coaches with Duple and Plaxton bodies, all long MOT certificates, in daily use.
(Y) FORD 16 seater Transit diesel minibus with overdrive, high backed moquette seats, nominal mileage. Telephone Carstairs (0555) 870212 or 870697.

EXTRACT MISSING

360361

RELIANCE OF NEWBURY VEHICLES FOR SALE							
REG. NO.	SEATS	CHASSIS	BODY	REG. DATE	TEST EXP.	DESCRIPTION (SEE KEY AT FOOT)	PRICE
TOT 245M	45	BEDFORD YRQ	Dominant I	6/74	11.7.86	P/D, S/L	£4,500
UJB 727N	53	BEDFORD YRT	Dominant I	8/74	19.9.86	R/C Eng. May 85, R/PA	£5,000
HGM 822N	45	BEDFORD YRQ	Dominant I	6/75	31.8.86	R/PA	£5,000
OAN 962/3/4/R	45	BEDFORD YLQ	Dominant I	5/77	4.4.86	R/PA choice 3	£7,000
BPG 777T	53	BEDFORD YMT	Supreme IV	3/79	28.3.86	R/C Eng. April 85, P/D, R/PA, S/L.T	£12,500
YCF 966/7T	53	FORD R1114	Dominant II	5/79	16.10.86	R/C Eng. Aug. 85. R/PA choice 2	£11,000
LVS 435V	53	BEDFORD YMT	Supreme IV	4/80	15.8.86	R/PA Cass. S/L	£14,000
KBL 251W	53	BEDFORD YNT	Dominant III	4/81	10.9.86	P/D, R/PA	£18,500
VPR 864X	53	BEDFORD YNT	Supreme V	5/82	7.10.86	P/D, S/L, R/PA, Cass	£22,000
TJH 881/2Y	53	BEDFORD YNT	Paramount	4/83	17.10.86	R/PA Cass. P/D, S/L. choice 2	£30,000
A64 YRD	12	FIAT DAILY	Robin Hood	3/84	10.9.86		£9,000

Key to descriptions: R: Radio. P/A: Public Address. Cass: Cassette player. P/D: Power Door. S/L: Side Locker. T. Telma.
All the above vehicles have been meticulously maintained both mechanically and bodily and are in outstanding condition.
Reliance Motor Services, Boundary Road, Newbury. Telephone (0635) 41732/3.

360361

1977 (R reg) FORD 53 seat Plaxton, MOT May 86, excellent condition, new engine just fitted, express doors, colour ivory and royal blue. **£6,750.**

1977 (S reg) FORD 53 seat Plaxton, MOT October 86, excellent condition, new engine recently fitted, curtains, colour ivory and royal blue. **£6,950.** Telephone 054 36 6937.

360362

1981 FORD R1014 Plaxton Supreme IV, 45 red moquette seats & 4 tables, Telma, long range tanks, side lockers, full draw curtains, radio/pa, 12 months C.O.F. **£12,500 ono.** Telephone Birmingham (021) 471 2000.

360TFN

1978 SUPREME 49 plus tables or 53 seats, Telma, twin tanks, laminated screens, curtains, side locker, radio/pa/cassette, MOT April 1986, new Ford underfloor engine 1984. **£8,500.** Telephone Horsham (0403) 65313.

360361

1972 FORD 49 seater Plaxton, Telma, has been in daily use, test just expired. **£950.**

1975 (P) 53 seater Duple, power door, pa, test Sept 86. **£4,250 ono.** Telephone Crediton (03632) 2935.

361

1973 FORD Plaxton 53 seats, Telma, ACL, two speed axle, twin tanks, radio/pa/cassette, 12 months MOT, excellent condition for year. **£2,750.** Telephone 021 706 5266 anytime.

LEYLAND

346TFN

(V reg) LEYLAND Leopard 53 seater, ZF 6 speed, power door, chassis lube, excellent condition, **£22,000.** Telephone (051) 355 2519 or (0244) 300264.

358TFN

1969 LEYLAND Leopard 48 seater, Duple, semi automatic, 680 engine, psv MOT July 86, radio, power door, original seats, very reliable. **£2,850 plus VAT.** Telephone (0268) 411794.

361

1981 (W) LEYLAND Leopard 49 fixed seats, toilet, Duple Dominant III body, Bristol dome, 6 speed ZF gearbox, power door, nominal mileage, will be sold with new MOT.

(T) LEYLAND Leopard 53 seater, Duple Dominant II, 5 speed semi automatic, power door, Bristol dome, MOT April 1986. Telephone Carstairs (0555) 870212 or 870697.

361

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The person we are seeking will already be experienced in this field and ready to accept the tremendous pressures created by the high utilisation of coaches and drivers: be able to communicate with drivers to obtain the best from them, suffer the constant demands from engineering for coaches and the sales departments requests for high coach availability. Can slot together journeys efficiently in terms of cost effectiveness: schedule drivers to obtain maximum effort within the legal restraints placed upon the industry and finally be able to contend with coach drivers' whims and fancies without blowing a fuse.

Formal qualifications not essential but a thorough understanding of drivers hours regulations is high on our list of priorities, together with a tidy approach to administration.

Applications from non-smokers only, should be in writing only and we ask you to include a hand-written cv plus recent photograph of yourself.

Applications to: Paul Tappin, Managing Director, Tappins Coaches, Holiday House, Didcot OX11 7LZ.

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North East England & East Midlands

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This position demands a high level sales professional probably experienced in coach or truck sales, preferably already operating in the above stated area. We will, however, pay removal expenses should this be required.

The development and maintenance of this sales area is a very challenging task and the salary and conditions will reflect its importance. Preferred age 30/40 years.

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All vehicles have current MOT and are in daily use.

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1979 (V) VOLVO B58 11 metre Duple Dominant, 53 seater luxury coach, power door, curtains, side lockers, radio/pa, wired for TV/video, Autumn tint moquette, MOT'd until March 1986. £26,950

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New BEDFORD YNV Venturer Duple Laser 2, 57 seater.

New DAF MB200 DKFL Plaxton Paramount, 1 star, 57 seater.

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New DAF MB200 DKFL Duple Laser 2, 57 seater, power door, side lockers, moquette roof centre.

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1979 (V) BEDFORD YMT Duple Dominant II (53), new MOT.

1977 (S) LEYLAND Leopard 12 metre Duple Dominant II, 53 reclining seats, very clean, MOT August 86.

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83 240 diesel 5 speed.

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83 MERCEDES 813, 29 seats, large engine,
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81 VOLVO B10 Alizee H, 49 recliners, full spec.
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80 (W) LEOPARD ZF Duple 49 Express 11 metres.
79 (V) VOLVO Van Hool 53 recliners.
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73 AEC 49 recliners, 760 engine, 6 speed, Plaxton,
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73 LEOPARD 46 seats, toilet, tested.
73 BEDFORD 45 Plaxton, power door, very clean,
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73 LEYLAND Leopard Plaxton 53, long test, cheap.
72 LEYLAND Leopard Duple 53, long test, cheap.
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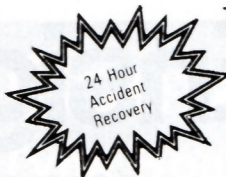
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bunk, radio/cassette/pa, curtains, Webasto heating etc.

1985 FRIEIGHT ROVER/LEITH conversion 12 seat luxury coach, diesel engine, stereo
radio/cassette, additional heater, MOT March 86. £12,375

1983 BOVA Europa MKII, Integral luxury coach, 53 reclining seats, 51.4 rear axle, auto brake
adjuster, brake suspension, air dryer, additional fuel tank, Tempo 100 equipment, additional
luggage lockers, full Continental door, MOT February 86. £44,000

1983 DAF DKFL Van Hool Alizée Highliner, 49 reclining seats, sunken centre toilet, driver's bunk,
Webasto heating etc, MOT April 86. £53,000

1983 DAF DKFL Van Hool Alizée Highliner, 50 reclining seats, rear toilet, driver's bunk etc, MOT
June 86. £55,000

1983 (A) MERCEDES 608D Devon 19 seater minicoach, fitted with radio/pa, tinted glass and
wired for TV/video. £14,500

1983 VOLVO B10M GLT/Berkhoff Esprit, 49 reclining seats, sunken centre toilet, fridge, wired
for TV and video etc., MOT May '86. £59,000

1983 VOLVO B10M GLT/Berkhoff Esprit, 49/51 reclining seats, demountable sunken centre
toilet, fridge etc., wired for TV and video, MOT April '86. £59,000

1982 DAF MB200 Duple Dominant IV, 12 metre, 57 seats, radio/pa/cassette, power door etc,
MOT September 86. £33,000

1981 VOLVO B58 11 metre P¹ in Supreme IV 53 seater, Bristol dome, radio/pa, power door,
MOT June 86. £29,500

1981 VOLVO B58 11 metre auto Plaxton Supreme IV 53 seater, Bristol dome, radio/pa and
power door, MOT June '86. £29,500

1980 VOLVO B58 11 metre Plaxton Supreme IV 53 seater fitted with Bristol dome, radio/pa,
power door etc, MOT April 86. £26,500

1976 AEC 505 Willowbrook 53 seater service buses, MOT July 86, choice of 3. £5,500 each.

1973 BEDFORD YRT Duple Dominant I, 53 seater, MOT expired, offers.

1972 BEDFORD YRQ Plaxton Elite 45 seater, power door, tax and MOT March 86. £2,500

TRADES DESCRIPTION ACT

In this list we quote the year of registration and not necessarily the year of manufacture — all prices are
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1982 M.A.N. SR280 Highliner, 46 seats, full executive coach, fitted with TV/radio, driver's bunk, centre toilet and servery, fridge, reclining seats, carpets, blinds, retarder, Webasto, double glazed, cherished number, nice vehicle, good condition. **£44,750.**

1981 MERCEDES Benz 0303/Jonckheere Bermuda 48 seat full executive coach, fitted with TV/video, driver's bunk, centre toilet and servery, fridge, reclining seat, curtains/blinds, retarder, cherished numbers, good condition. **£39,500. Under offer.**

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1984 (A) BOVA Europa 53 seater (48 recliners), Webasto, Continental door, courier seat, carpets, curtains, Tempo 100. **£49,900.**

1982 (X) DAF Jonckheere Bermuda 53/57 recliners, courier seat, Continental door, TV, video, bunk, curtains, air dryer, splitter, Telma. **£38,000.**

1982 (Y) FORD Transit 12 seater psv, moquette seats, curtains, carpet. **£5,500 all plus VAT.** Telephone 021 550 2471.

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1967 BEDFORD Van 40 Plaxton, 45 seater, MOT Oct 86. **£1,600.**

1971 FORD Duple 53 seater, MOT Oct 86. **£1,700.** Telephone Yatton (0934) 833177.

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1972 BEDFORD VAL70 Duple, fitted 53 bus seats, side lockers, Telma, air door, excellent condition, surplus to requirements, C.O.F. expires February 1986, in daily use but available immediately. **£1,500 ono.** Telephone Reigate 073 72 48745.

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LEYLAND Atlantean, 76 seats, double decker, 12 months MOT, good condition. **£2,500.** Telephone (0203) 382504.

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1981 DAF Plaxton Viewmaster, 53 recliners, very good condition. **£26,500.**

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1979 LEYLAND Leopard Van Hool Aragon, 50 recliners, plus courier seat, fitted blinds, centre carpet, new Telma just fitted at a cost of £2,000, full year's MOT, radio/pa, very good condition. **£18,500.**

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1978 (S reg) LEOPARD 53 seats, Plaxton, MOT Feb 87, semi auto, yellow/white, just been resprayed, radio/pa, Bristol dome, Telma, lockers, red moquette, new engine fitted Jan 85. **£13,000.**

1979 (T reg) AEC 760, 51 seats, Plaxton, MOT March 86, yellow/white, just been resprayed, radio/pa, side locker, blue moquette, power door, courier seat, new engine fitted Dec 84. **£13,000.** Reliance Coaches, Gravesend (0474) 322002.

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1970 LEYLAND Atlantean 76 seater. **£2,500**

1970 LEYLAND Atlantean 76 seater. **£2,500**

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1973 SEDDON Plaxton 53 seater. **£2,500**

1972 FORD Plaxton 53 seater. **£1,500**

1981 BEDFORD Van Hool Executive, 47 seater. **£15,000**

1979 BEDFORD Unicar 53 seater. **£8,000.**

1976 BEDFORD Duple 53 seater. **£4,500.**

1982 VOLVO B10M Goldliner, full spec, Executive. **£35,000.**

1973 VOLVO B58 Plaxton 53 seater, express. **£7,500.**

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1974-74 (M and N) BRISTOL VRT, Gardner engine, power steering, MCW one door body, currently being re-certified. **£7000 each.**

1974-75 (N) DAIMLER Fleetlines, fitted with Leyland 0680 engines, Park Royal dual door bodies, power steering, Michelin tyres, 71 seats. **£5,000.**

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1980 (V) LEYLAND Leopards, fitted with Plaxton Supreme bodies, seating varies 46 recliners, 50 recliners, 53 standard, 11 and 12 metre, all with new annual certificates and in absolutely immaculate condition. **£2,500**

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1966 BRISTOL FLF open top double decker, recently re-floored, immaculate. **£4,500.**
1972 BRISTOL LH ECW, 43 seater, MOT May 1986. **£1,500.**
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1979 FORD Dominant II 45 seater, well above average condition, radio/tape/pa, Telma, curtains, tables, new tyres, MOT 31/1/86, ill health forces reduction in fleet. **£9,000 ono.** Telephone (0792) 794652/72503.

361

July 1981 FORD R1114 53 seater, Plaxton, excellent condition throughout, MOT. **£20,000.**
1973 BEDFORD SB 41 seater, MOT November 1986.
1973 BEDFORD 53 seater, MOT March 1986. Telephone (0984) 32551.

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1974 BEDFORD Duple, MOT August 86. **£2,850.**
1975 BEDFORD Duple, MOT March 86. **£2,950.**
1976 FORD Moseley, MOT May 86. **£3,950.**
1978 FORD Moseley, MOT October 86. **£8,500.**
1979 BEDFORD, MOT September 86. **£10,500.**
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1984 (A) VOLVO Astral twin deck 47 reclining seats in upper saloon, 11 seats in rear lounge, autumn tint moquette, soft trim, courier seat, driver's bunk, toilet/washroom, Webasto, roller blinds to side windows, radio/pa/cassette, power door, wired for TV/video, exterior colours cream with orange and maroon reliefs, MOT November 86. One remaining. **Price £77,000.**

1984 (A) VAN HOOL Astron Twin Deck Integral, 60 reclining seats with armrests, soft trim, courier seat, autumn tint moquette, lounge to rear, toilet/washroom, driver's bunk and rest cabin, fridge/cool box, Webasto, roller blinds to side windows, radio/pa/cassette, power door, retarder, automatic gearbox, wired for TV/video, exterior colours cream with red bands, MOT March 86. **Price £72,000.** One remaining.

1983 VAN HOOL Astromega Executive double decker, private reg no, 74 reclining seats with arm rests, 2 tables, autumn tint interior, full soft trim, radio/pa/cassette, toilet/washroom, fridge/cool box, hostess work area, hot and cold water, cupboards, wired for drinks machine, double glazing upper and lower deck, automatic gearbox, Telma, Webasto, exterior cream with brown and orange, MOT March 86. **Price £67,500.** One remaining.

1983 VOLVO B10M Jonckheere P90, twin deck, 57 reclining seats in autumn tint moquette, interior soft trim, courier seat, lounge to rear, toilet/washroom, driver's bunk, power door, TV/video wiring and box, wired for coffee machine, radio/pa/cassette, private plate, pull down blinds, Tempo 100 specification, exterior colour cream with orange reliefs, MOT Feb 86. **Price £67,750.**

1983 (private plate) VOLVO B10M Duple Laser, 57 seats, autumn tint moquette, soft trim to roof, radio/pa, tinted windows, power door, 6 speed gearbox, exterior orange and cream with maroon reliefs, MOT February 86. Choice of three. **Price £47,750.**

1982 (X) VOLVO B10M Duple Super Goldliner III, 12 metre, 49 recliners, blue moquette, sunken toilet, driver's bunk, courier seat, plug door, double glazed bronze tinted windows, coffee machine, radio/pa/cassette, wired for TV/radio, Bostrom seat, exterior white with red and blue reliefs, MOT May 86. **Price £41,500.**

1982 (X) VOLVO B58 Plaxton Supreme VI, 11 metre, 46 reclining seats, maroon moquette, toilet, Bristol dome, power door, radio/pa/cassette, lockers, double glazing, semi auto gearbox, exterior silver and white with red and blue reliefs, MOT April 86. **Price £39,500.**

1982 (X) VOLVO B58 Plaxton Supreme VI, 11 metre, 46 reclining seats, blue moquette, toilet, semi-automatic gearbox, radio/cassette/pa, power door, Bristol dome, double glazing, side lockers, exterior white with blue and red reliefs, MOT March 86. **Price £39,500.**

1982 (X) BEDFORD YNT Plaxton Supreme IV, 53 seats, red moquette, side locker, radio/pa/cassette, exterior yellow, MOT April 86. **Price £28,750.**

1981 (W) VOLVO B58 Duple Dominant IV, 11 metre, 53 seats, blue moquette, curtains, tinted windows, power door, radio/pa/cassette, side lockers, exterior silver with red and blue bands, MOT Jan 86. **Price £35,000.**

1981 (W) BEDFORD YNT Duple Dominant III, 11 metre, 49 seats (44 reclining and 5 fixed), red moquette, power door, double glazed bronze tinted windows, radio/pa/cassette, side lockers, Bostrom seat, recent new engine fitted, exterior white with red and blue reliefs, MOT March 86. **Price £22,500.**

1980 (V) FORD R1014 Duple Dominant II, 45 seats, 6 speed gearbox, radio/pa, light brown and yellow moquette with matching trim, exterior green, MOT being recertified. **Price £15,250.**

1980 (W) VOLVO B58 Plaxton Supreme V, 11 metre, 49 seats, blue moquette, 6 speed gearbox, power door, side lockers, radio/pa/cassette, Bristol dome, exterior silver and white with red and blue reliefs, MOT March 86. **£33,500.**

1980 (V) VOLVO B58 Duple Dominant II, 12 metre, 57 seats, maroon and beige moquette, Bristol dome, power door, side lockers, 6 speed gearbox, exterior silver and white with blue and red bands, MOT Sept 86. **Price £31,000.**

1980 (W) FORD R1114 Plaxton Supreme IV, 53 seats, brown and beige moquette with matching interior, 6 speed gearbox, power door, side lockers, radio/pa, exterior white with blue and light brown bands, MOT Feb 86. **Price £17,500.**

1980 (V) VOLVO B58 Plaxton Supreme IV, 53 seats in brown moquette, 11 metre, radio/pa, exterior cream with brown reliefs, MOT February 86. **Price £30,500.**

1980 (V) FORD R1114 Plaxton Supreme IV, 11 metre, 53 seats, red moquette, 6 speed gearbox, radio/pa/cassette, exterior cream with blue and red bands, MOT September 86. **Price £15,500.**

1979 (V) DAF MB200 DKL Plaxton Supreme IV, 12 metre, 57 seats, brown and yellow moquette, 6 speed splitter gearbox, radio/pa, exterior white/cream with blue band, being recertified. **Price £20,750.**

1979 (T) VOLVO B58 Duple Dominant II, 44 recliners plus 5 fixed seats, 11 metre, autumn tint moquette, courier seat, Bristol dome, pa, Telma, semi-automatic gearbox, power door, side lockers, exterior colour white, MOTs December 85 January 86. Choice of four. **Price £24,500.**

1979 LEYLAND Leopard Plaxton Supreme IV, 11/12 metre, 53/57 seats, red moquette, semi-automatic, radio/pa, power door, various exterior colours, choice of five, long MOTs. **Prices from £23,000.**

1978 (S) FORD R1114 Estoril II, 53 seats with yellow and brown moquette, side locker, curtains, radio/pa, driver's fan, exterior gold with maroon and black bands, MOT June 86. **Price £7,000.**

1978 (S) BEDFORD YMT Caetano Estoril II, 53 seats, mustard moquette with matching trim, curtains, driver operated door, side locker, radio/pa, exterior colours white with green relief, MOT December 86. **Price £10,500.**

1978 (S) FORD R1114 Duple Dominant II, 11 metre, 53 seats, red moquette, 6 speed gearbox, power door, radio/pa/cassette, side lockers. MOT March 1986. **Price £10,500.**

1978 (S) FORD R1114 Duple Dominant II, 11 metre, 53 seats, red moquette, 6 speed gearbox, power door, radio/pa/cassette, side locker, exterior cream and red, MOT March 86. **Price £10,500.**

1977 (R) FORD R1114 Plaxton Supreme III, 53 seats, mustard moquette with matching trim, power door, radio/pa, exterior colours white with blue band, MOT December 85. **Price £8,500.**

1977 (R) BRISTOL LH, E.C.W. body, Leyland 401 engine, 10 metre, 43 bus seats, power door, exterior cream with orange band, MOT April '86. **Price £4,750.**

1975 (N) FORD R1114 Plaxton Panorama Elite III, 11 metre, 53 seats, red moquette, 6 speed gearbox, side locker. **Price £4,500.**

1975 (N) FORD R1114 Plaxton Supreme, 53 seats, red moquette, radio/pa, foot operated Telma, exterior white with red reliefs, MOT November 1986. **Price £5,750.**

1975 (N) FORD R1114 Plaxton Elite III Express, 53 seats, mustard moquette, radio/pa, exterior white with light and dark blue reliefs, MOT November 1986. **Price £4,750.**

For out of hours contact:

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1983 VOLVO B10M Jonckheere P90, 56 reclining seats, lounge at the rear lower saloon, TV/video with two monitors, toilet, 2 fridges, sink unit, water boilers, coffee machine, curtains, power door, soft trim, courier seat, two driver's bunks. This is one of our own fleet and viewing by appointment only.



1980 LEYLAND Leopard 680, semi-automatic, retarder brakes, Duple Dominant Mk II, fitted with 44 reclining seats, extras include fully fitted carpet, curtains, tinted windows, Bristol dome, courier seat, Continental steps, drivers fan, radio/pa/stereo cassette, MOTs 21/6/86 and 29/4/86, (must be seen). Choice of two.



1965 LEYLAND Atlantean open top double deckers, 76 seats, good MOT. Choice of two.



1981 BRISTOL LHS Plaxton Supreme fitted with 30 reclining seats, tinted windows, curtains, carpets, autolube, power door, radio/pa, interior brown striped moquette, exterior cream/maroon, Webasto heater, MOT 11/11/85. **£25,500**



1977 BRISTOL LHS Plaxton 35 seater, power door, MOT 17/3/86. **£12,500**



1982 BEDFORD PJK Plaxton, 29 seater, turbo, retarder, MOT September 86. Due into stock on 14/10/85. **£23,500**



1978 LEYLAND Leopard Plaxton Supreme 53 retrimmed seats, radio/pa, interior fawn striped moquette, exterior white, MOT 2/1/86. **£18,000**

1978 (T) BEDFORD YMT Duple Dominant II, 53 retrimmed seats, current MOT.

1978 (T) FORD R1014 Duple Dominant II, 45 seats, new MOT applied for.

1978 BRISTOL LH 401 engine, Plaxton, 45 seater, current MOT.

1975 BEDFORD YRT Duple Dominant 53 seats, Telma, radio/pa, power door, red interior, exterior cream/maroon/red, new MOT. **£6,500.**

1975 BEDFORD YRT Duple Dominant 53 seats, power door, radio/pa, interior Autumn tint moquette, cream and red exterior, MOT 14/11/85. **£6,000.**

1975 LEYLAND Leopard Plaxton 43 seats, power door, interior autumn tint moquette, red/cream exterior, MOT's 4/7/86 and 11/6/86. **£7,000.** Offered again due to time wasters.

1974 BEDFORD Duple Dominant 53 seats, Telma, radio/pa, red interior, cream/maroon/red exterior. **£4,700.**

1974 BEDFORD PJK Duple 29 seater, retrimmed in fawn striped moquette, white exterior, MOT 25/11/85. **£5,800.**

1974 FORD 1014 Duple Dominant 41 seats, radio/pa, interior Autumn tint moquette, fawn and green exterior. **£4,250.**

1974 LEYLAND Leopard Plaxton 48 seats, Webasto heater, interior Autumn tint moquette, white exterior. **£5,000** (ex National).

1974 BRISTOL RELH Leyland 680 engine, semi-automatic, Plaxton body, 51 seats, MOT 28/1/86.

1973 BRISTOL RELH Gardner 150 engine, Plaxton 44 seats, MOT 7/8/86.

SERVICE BUSES

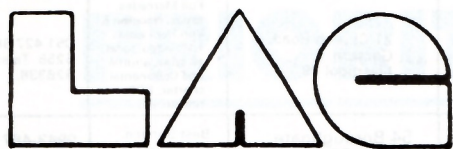
1975 FORD 1114 Alexander Y type, 53 seats, serviced, MOT 16/4/86. **£4,000.**

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1971 BEDFORD Plaxton 45 seater, MOT 1/8/85 · **1973 BEDFORD** Duple Dominant 53 seats. **£3,000** · **1974 FORD 1014** Duple Dominant 45 seats. **£3,000** · **1977 BEDFORD** Dormobile body, 30 seats, non PSV. **£2,500** · **1968 BEDFORD** Plaxton 45 seater. **£1,600** · **1968 LEYLAND** Leopard Plaxton 49 seats. **£2,200** · **1967 LEYLAND** Leopard Plaxton 47 seats. **£2,000** · **1967 BEDFORD** Duple 45 seats. **£1,600** · **1967 BEDFORD** Duple 45 seats. **£1,500**

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M.A.N.

Private Plate M.A.N. SR280 Integral, 53 recliners, radio/pa/tape, blinds, tinted double glazing, Webasto, Continental door, courier seat **£32,000**

1982 X M.A.N. SR280 highline, 49 recliners, centre sunken toilet, radio/pa/tape, video & 2 monitors, carpets & blinds, tinted double glazing, Webasto, power door, Continental door, courier seat, coffee machine, fridge, driver's bunk **£47,500**

1980 V M.A.N. SR280 Integral Executive, 46 recliners, 6 tables, radio/pa/tape, TV/video, carpets and blinds, tinted double glazing, Webasto, power door, Continental door, toilet, courier seat, coffee machine and fridge, full kitchen **£33,000**

VOLVO

1983 Y VOLVO B10M Berkhof, 48 sleeper seats and toilet, Telma, radio/pa/tape, TV, carpets and blinds, tinted glass, Webasto, power door, Continental door, courier seat, coffee machine, fridge, driver's bunk, moquette to roof **£39,000**

1980 V VOLVO B58 Dominant II, 50 E type seats, toilet, air over leaf, radio/pa/tape, TV/video, curtains, power door, Bristol dome, courier seat, side lockers **£27,000**

1980 V VOLVO B58 Supreme IV, air over leaf, Telma, 53 recliners, fully automatic, radio/pa/tape, Bristol dome, tinted glass, side lockers **£26,000**

1979 T VOLVO B58 Supreme IV, 49 recliners, toilet, Telma, radio/pa/tape, wired for TV/video, curtains, tinted glass, power door, Continental steps, Bristol dome, coffee machine, side lockers **£25,000**

1979 T VOLVO B58 Supreme IV, 46 recliners, toilet, Telma, semi-automatic, radio/pa/tape, TV/video, carpets and curtains, tinted glass, power door, toilet, Bristol dome, courier seat, coffee machine, fridge, side lockers **£25,500**

1979 Private Plate VOLVO B58 Van Hool Aragon, 46 recliners plus toilet, TV and video, fully automatic, radio/pa/tape, curtains, tinted glass, side lockers **£30,000**

1978 S VOLVO B58 Supreme, 11 metres, 53 seats, 2 speed axle, radio/pa/tape, curtains, power door, Bristol dome **£17,500**

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1981 W LEOPARD Dominant II, 51 E type seats, ZF Transmission, radio/pa/tape, power door, Bristol dome, side lockers **£21,500**

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1977 R LEOPARD 680 Dominant Phase II, semi-automatic, ACL, radio/pa/tape, power door, side lockers **£11,000**
1977 R LEOPARD 680 Supreme, 57 seats, radio/pa/tape, power door, Bristol dome, side lockers **£11,500**

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1983 A DAF MB200 DKFL Paramount 3200, 53 E type seats, 12 speed splitter, radio/pa/tape, tinted glass, power door, side lockers, choice of 2 **£39,000**

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1979 T FORD R1114 Dominant II, 53 seats, radio/pa **£9,000**

1978 T FORD R1114 Dominant II, 53 seats, radio/pa, Bristol dome, side lockers **£9,000**

1978 T FORD R1114 Dominant II, 53 seats, radio/pa, side lockers **£9,500**

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1984 A BEDFORD YNT Paramount 3200, ZF transmission, 53 seats, radio/pa/tape, power door, moquette to roof **£35,000**

1980 V BEDFORD YMT Dominant II, 53 seats, Telma, radio/pa/tape, curtains, express doors, side lockers, 2 speed axle **£14,500**

1980 V BEDFORD YMT Moseley Alpha, 53 seater, radio/pa/tape, power door, side lockers **£13,000**

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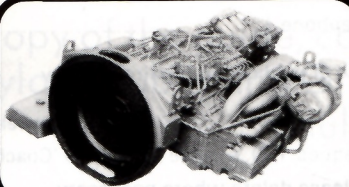
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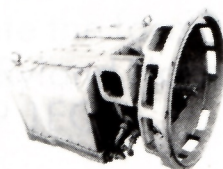
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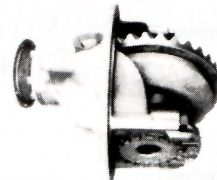
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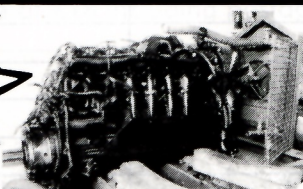


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